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(ESTABLISHED 1881).

COPY.



69165 六拜禮 號三月七英港香 SATURDAY, JULY 3, 1920. 日八十月五 SINGLE COPY: 10 CTS. \$36 PER ANNUM.

REUTER'S TELEGRAMS.

IMPERIAL WIRELESS.

PROPOSED STATION FOR HONGKONG.

PLANNING A CHAIN OF COMMUNICATION.

London, June 28.
The Report of the Imperial Wireless Telegraphy Committee was published to-night. It recommends a scheme connecting the various parts of the Empire by wireless links not exceeding 2,000 miles. The Committee believes that by this procedure official, commercial and Press traffic would be carried reliably, expeditiously and economically, and essential strategic needs would be met.
The Committee estimates the initial capital cost of the scheme at £1,243,000 and the annual charges, including interest and amortisation, at £425,000. It anticipates that traffic would produce revenue totalling £325,000, leaving an annual loss of £100,000. It recommends that the execution of the scheme be entrusted to the Engineering Department of the Post Office, but that long-distance wireless traffic with foreign countries might be left to commercial companies.
The Report declares that the small temporary loss would be negligible in comparison with the Imperial benefits conferred. It recommends a service of communication between Leamford and Cairo by Poulson arcs, which will be shortly operated by the Post Office and be the first link in the chain of communication in Africa, and that this communication be continued by a valve station near Nairobi by the alteration of the ex-German station at Windhoek to a valve station to complete connection with South Africa. It further recommends that, for communication with India, the Far East and Australia, valve stations be erected in England, near Cairo, at Poona or some other India station, Singapore, Hongkong and Port Darwin or Perth.

BRITISH RAILWAYS.

THE NEW SCHEME OF ORGANISATION.

London, June 29.
A White Paper has been issued containing the proposals of the Ministry of Transport with reference to the future organisation of the railways of Britain. It is suggested that the railways be formed into five or six groups for England and Wales, and one for Scotland, the groups being determined on the basis of economy and the elimination of competition. Each group is to be under a Board of Management limited to twenty-one members, consisting of shareholders and employees and comprising both officials and manual workers.
Dealing with the question of finance, it is proposed that the Government's share of the surplus profits be funded for development purposes, while, with reference to rates, the Government does not propose to give the Companies any financial guarantee but to set up flexible rates and machinery enabling appropriate charges to be levied. Permanent machinery is also proposed to deal with wages and working conditions on the lines of the present Wages Board.
The Ministry advocates a policy of stimulating the development of the country by constructions of light railways by private enterprise or local authorities, assisted by the State.

THE HOME RULE PROBLEM.

BRITAINS OBJECTS TO EXTREME DEMANDS.

London, June 29.
In the House of Commons, during the Home Rule debate, Mr. Lloyd George emphasised that in its present condition of mind there was no proposal acceptable to Britain which would be acceptable to the Irish people. Nevertheless, he did not despair of an improvement in Irish opinion, but the improvement could only come when it became clear to the Irish that the people of Britain would never consent to extreme demands. When the Irish realised that no party in Britain was ready to give Ireland more than the present Government was prepared to give, he thought the practical good sense of the Irish would re-assert itself and they would accept the present Bill.

CAPTAIN FRYATT'S SHIP.

MEMORIAL FROM PROCEEDS OF SALE.

London, June 29.
In the House of Commons, replying to Sir J. G. Butcher, Mr. Bonar Law said the Government had decided that if Capt. Fryatt's ship, the Brussels, were sold, the proceeds would be used to establish a memorial or endow a Seamen's Institution, with which the name of Capt. Fryatt would be permanently associated.

THE IRISH UNREST.

A STATION MASTER KIDNAPPED.

London, June 29.
Sinn Feiners have kidnapped the station Master at Mallow, an important junction in County Cork, who dismissed officials refusing to drive military trains.

BRITISH ACTION IN TURKEY.

London, June 29.
The Times correspondent at Constantinople says a British naval force occupied Mudania and Port Ismid after slight resistance.

REUTER'S TELEGRAMS.

U.S. DEMOCRATIC CONVENTION.

A SLIGHT FOR MR. BRYAN.

San Francisco, June 30.
Senator Glass has been appointed Chairman of the Rules Committee and Senator Robinson, Permanent Chairman. Both are strong supporters of the Administration Convention. Senator Glass subsequently appointed a Sub-Committee to draft a platform, consisting almost entirely of staunch supporters of the Government.
The appointments, especially the exclusion of Mr. Bryan from the Platform Sub-Committee, indicates the Administration's complete control of the Convention machinery.
The Rules Committee has decided that the nominating speeches be made before the presentation of the platform, but that balloting shall not occur before the platform is adopted.

REPUBLICANS ATTACKED.

San Francisco, June 30.
Senator Robinson, speaking after election to the Chairmanship, vigorously assailed the Chicago platform. He declared that it was deliberately unfair to accuse the Democrats of unpreparedness in the war, as all knew that the Republicans long controlled the Government prior to President Wilson. Senator Robinson scathingly condemned the Republicans for denying assistance to distressed Armenia, while forcing a Protectorate on Mexico. If the United States did not support the League of Nations it would incur the distrust and contempt of the Allies. If the Allies went separate ways, future generations would be born to a heritage of waste and bloodshed.

WOMEN ON COMMITTEE.

San Francisco, June 30.
The Convention has adopted a motion by a woman delegate providing that women be represented on the National Committee by one woman elected from each State.

NO "WET" PLANK.

San Francisco, June 30.
The Sub Committee of the Democratic Convention drafting the platform has rejected by a 2 to 1 majority a proposal to include a "wet" plank.

WORLD'S TENNIS CHAMPIONSHIPS.

JAPANESE PLAYER REACHES FINAL.

London, June 29.
At Wimbledon, in the World's Tennis Championships Singles semi-finals, Shimidzu (the Japanese player) beat Mavrogordato by 3-6, 6-4, 5-0, 6-2; and Tilden (America) beat Garland (America) by 6-4, 8-6, 6-2.
In the Ladies' Singles semi-finals, Miss Ryan beat Mrs. Parton by 6-4, 6-2, and Mrs. Lambert Chambers beat Mrs. Mallory (American Lady Champion) by 6-0, 6-3.

THE JAPANESE BEATES.

London, June 30.
In the finals of the Ladies' Singles, Mrs. Lambert Chambers beat Miss Ryan by 6-2, 6-1. The winner meets Mademoiselle Lenglen (the holder) in the challenge round.
In the Men's Singles, Tilden beat Shimidzu by 6-4, 6-4, 13-11. He meets Patterson (Australia) in the challenge round.

ENGINEERS AND SHIPBUILDERS WANT MORE WAGES.

London, June 29.
The Industrial Court has opened a hearing on a general wages application on behalf of over forty Engineering and Shipbuilding Unions. An increase of sixpence per hour is demanded, involving an additional £20,000,000 yearly.

HENLEY REGATTA.

London, June 30.
Henley Regatta has been resumed after an interval of five years. The course was thronged with spectators and there were hundreds of punts, producing kaleidoscopic scenes.

COMMERCIAL CO-OPERATION.

Paris, June 29.
M. Millerand, at the closing session of the Congress of International Chambers of Commerce, congratulated the Congress on establishing a permanent organisation acting as a commercial liaison between the countries of the world.

THE GREEK ADVANCE.

Smyrna, June 29.
The extreme limit of the Greek advance at present is a line beyond Smyrna, Akhisar, Alashehr and Keles. The advance has been stopped to permit consolidation of this position.

(Other Early and Special Telegrams on Page 1.)

THE HARBOUR EXPLOSION.

DEATH OF A CHINESE FIREMAN.

In connection with the boiler explosion on the S.S. Sun Tak in Hongkong harbour on Thursday evening, one of the injured men, a Chinese fireman, has since succumbed at the Government Civil Hospital. Of the others, the Third Engineer, Lon Hong, is suffering from a broken arm, caused by flying splinters at the time when the accident occurred.

In a report of the occurrence made to the Harbour Master by the Captain and the Chief Engineer, it is stated that the donkey boiler burst at about 6.15 p.m. on Thursday. The Third Engineer, who was on the 4-8 o'clock watch, went down to the lavatory at about 6 o'clock, at which time the gauge glass was reading 5 inches. When he came back, he was surprised to see the donkey pump working, as he had given instructions to the two firemen on duty to close down when the boiler was full, and whilst he was on his way to shut down the pump, the boiler burst. The steam pressure was at that time about 15 to 20 lbs. The two firemen on watch ran away from the ship about half an hour after the accident.

As to the reason why a flag was not hoisted asking for Police assistance, the Captain informs us that a steam launch was passing at the time of the accident, and it immediately took all the injured men away. Moreover, the central part of the deck was blown up and it was impossible to get to the mast to signal.

The Sun Tak yesterday left her mooring under her own steam and is now lying off Yau-mat, awaiting repairs which will probably take a week to complete.

A RAILWAY COMPANY'S GRILL.

PROSECUTION ORDERED FOR PROFITEERING.

The Lancashire and Yorkshire Railway Company, as the owners of the restaurant and grill-room at Victoria Station, Manchester, had to answer recently, before the Manchester Profiteering Committee, to a complaint of making an unreasonable charge.
Mr. H. D. Wilson, of Huddersfield, who was the complainant, stated that in October last he was charged 12s. 1d. at the restaurant for food for four persons, consisting of seven sausages, seven cakes, chipped potatoes, four pieces of bread, and tea.
Mr. Jackson, who appeared for the defence, said that for a first-class restaurant the charge was not too high. It was well known that railway companies did not make any profit out of the food sold in refreshment-rooms.

The Chairman said that the Committee thought, more especially as regards the grill-the sausage and potatoes—there had been an overcharge. They ordered a refund of 2s. 3d.—1s. 7d. on the sausage and 3d. on the potatoes—and they also recommended that there should be a prosecution.

After hearing two other cases, the Committee discussed some points in the new Profiteering Bill. The Chairman (Councillor Davy) said a statement had been made that the new legislation before Parliament was to be on similar lines to that already in existence, and that no further powers were to be given to Profiteering Committees. The Manchester Committee had stuck to its work right through, but the members felt that, if they were to be really useful, they should have power to extend their researches, and, if necessary, to deal with wholesalers and merchants.
A resolution pointing out the necessity for such increased powers was passed, and ordered to be sent to the President of the Board of Trade.

DAY BY DAY.

We are asked to state that the American community will be at home to their friends between the hours of 4 and 8 p.m. on Monday afternoon, July 5th, when official and social Hongkong will be welcome. No formal invitations are being issued.

Cupid's darts pierced deeply the susceptible heart of a Japanese who forsook his position as steward on the Borneo Maru to be near his beloved one. His funds being at a dangerous ebb, yesterday, with his lady love, a Eurasian girl, a basket of fruit, and a collection of miscellaneous coins in his pockets, he took a sampan to go on board a certain ship where he would conceal himself and his sweetheart and eventually arrive in the land where they would be happy for ever afterwards. But this was not to be. He was seen by the Police, who brought him before the Magistrate this morning, charging him with attempting to stow away. Inspector Kent, who conducted the case, mentioned the fact that the defendant had not registered himself and was referred to the Magistrate by the Japanese Consul who desired that the utmost punishment be inflicted. Mr. Hutchison imposed a fine of \$50, or one month's hard labour.

PHILIPPINES INDEPENDENCE.

OPPOSED BY AMERICAN CHAMBERS.

San Francisco, May 20.—Resolutions urging that Philippine independence should not be considered for twenty-five years by the United States government, in order to give the islands full opportunity for economical development free of uncertainty caused by constant political agitation have been adopted by the Oakland Chamber of Commerce and the Foreign Trade Club of San Francisco, an organisation composed of exporters, importers and others interested in overseas trade development.

The resolutions were submitted to the two bodies by Mr. M. Pitt, former president of the Manila Merchants' Association, who has announced his intention to present them to other commercial organizations in the country. According to Pitt, the Philippines need the protection afforded by association with the United States because it involves assurance of a permanent, stable government. Without this government, Pitt says, sustained industrial and commercial progress is impossible. The resolutions read:

"In order that the Philippine Islands may have full opportunity for economic development, relieved of the irritation caused by constant political agitation, and of the uncertainty as to their status which such agitation of necessity creates, we believe that the congress should, by joint resolution, place itself on record as favouring the proposition that for a period of not less than twenty-five years the question of independence for the Philippine Islands shall not be considered by the government of the United States.

"We believe that American business men and American capital should become directly interested in the development of the Philippine Islands for the purpose primarily of extending the home market and creating a source of supply in tropical and sub-tropical products that will be under our own control; and to the end that such development may more readily be facilitated and promoted we recommend that a measure of complete protection in the markets of this country be provided by congress for the products, both actual and potential, of the Philippine Islands that are acquired by the United States and for which we are now dependent upon sources entirely foreign."

EUROPEAN AND A PUPPY.

ANIMAL THROWN INTO HARBOUR.

An unexpected check was encountered by Mr. William Ballantyne, an engineer of the Empress of Russia, now lying at the Kowloon wharves, when he bought a parrot and a dog from a bird shop in the vicinity of the Central Market, and was contemplating a return to his steamer with his purchases. He could not have been aware of the regulations newly made to restrict the movements of dogs across the harbour, otherwise he would think twice before he made the purchase of the dog. At the Star Ferry Wharf, yesterday, an Indian constable who saw him carrying the dog requested him to leave it behind pending the securing of a permit from the Colonial Veterinary Surgeon. The name and address of Mr. Ballantyne were duly noted down in the spacious note-book of the constable, who, however, considered the information to be unsatisfactory. He brought Mr. Ballantyne up to the Central Station, where the formalities of name and address having been gone through again, the engineer was permitted to leave with the advice that he should deposit the dog with the bird shop and return there to recover it on the following day, after the permit had been secured.

Now, Mr. Ballantyne thought it would be quite safe if he were to return quickly and "on the sly" to the Ferry wharf, and get his animal across the harbour before anyone was the wiser. He was out in his calculations. With a shrewdness which did him the greatest credit, the Indian constable, just as quickly as Mr. Ballantyne, got back to the wharf, and upset the European's calculations. In despair, Mr. Ballantyne threw the wog, the cause of all his misfortunes, into the harbour, and as the animal was only six weeks old, it very speedily gave up the ghost and found a watery grave. Such conduct on the part of the engineer was deemed to amount to disorder. He was in fact charged with this offence by the Indian constable who again brought him into the charge room, where he was allowed bail in the sum of \$10. Mr. Ballantyne was not to be found at the Police Court this morning when the summons against him was called up for hearing before Mr. N. L. Smith. The bail was, as a result, confiscated.

PRINCE OF WALES.

UNLIKELY TO VISIT HONGKONG.

At the conclusion of his Australian tour, the Prince of Wales may proceed direct to India.
We are informed by the Colonial Secretary that it is not likely that the His Royal Highness will pay this Colony a visit.

TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 3s. 7 1/2d.

DON'T FORGET.

Theatre Royal. — Humphrey Bishop — 9.15 p.m.
Coronet Theatre — 9.15 and 9.15 p.m.
Hongkong Theatre — 5.15, 7.15 and 9.15 p.m.
10-MORR —
Coronet Theatre — 5.15 and 9.15 p.m.
Hongkong Theatre — 5.15, 7.15 and 9.15 p.m.

NOTICES

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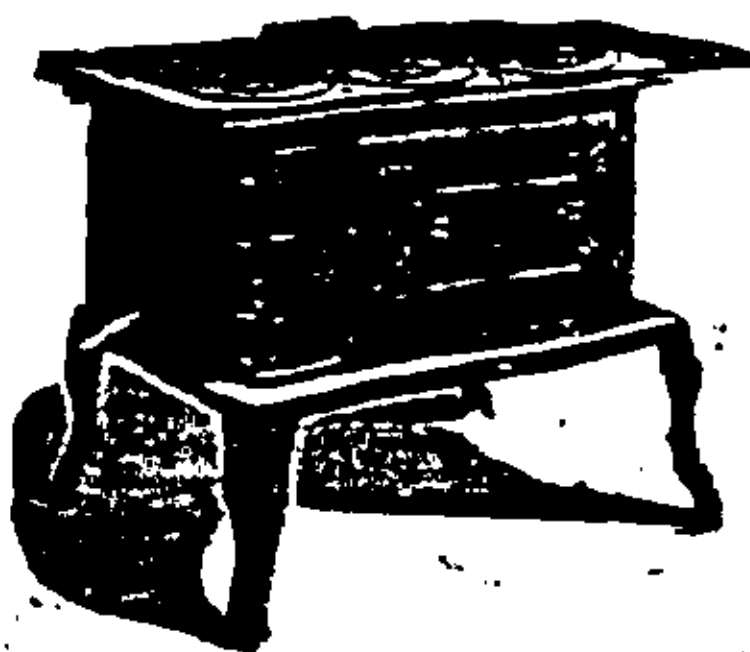
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MR. BONAR LAW'S SNEER
AT LIBERALS.RESTATING THE CLASS
ISSUE.

Mr. Bonar Law, speaking at a Primrose League demonstration in the Albert Hall, London, said the principle which kept together Mr. Asquith's "little heroic band" in the Commons was a name—the Liberal party. Apart from that there was no bond of union except dislike of the Government. He looked upon such struggles as that at Leamington not without interest but without passion.

The issue before the country was that a powerful section believed there could be no social order until the whole existing basis of government had been upset. Another, and the fundamental, issue was nationalisation.

He concluded by saying that as long as the members of the Government felt they were not incapacitated by physical and mental exhaustion they would continue to face the burden laid upon them.

It was exactly five years (said Mr. Law) since the party to which he belonged decided to support a Government of which the leaders of the party had since been members. In these circumstances their usefulness and justification depended on the record of that Government. They were charged with being a Government of opportunists, but they had steered a steady course in fulfilment of their undertakings. One was told that one could not have any principles if one was a member of a coalition government. In the old party system all that happened was that the nation was divided into two camps and most of them made up their minds which camp on the whole most nearly represented their ideas.

Let them take an illustration. There was in the House of Commons a little flock of which Mr. Asquith was the leader. (Laughter.) Their numbers were small, and there would have been thought would have had that complexion. (Laughter.) But, strange to say, even in this little heroic band they were not able to conceal their differences, even in the face of their enemies. There was one principle which kept them together, so far as he could see, and that principle was a name—the Liberal party. Apart from that, there was no bond of union whatever, except dislike of the present Government. That was not a reasonable frame of mind.

He referred to the gathering which was taking place at Leamington, and said he looked upon these struggles not without interest but without passion. (Laughter.) This is what he thought was happening there—a great claim would be made for the principle of not joining with any Coalition. That, of course, did not apply to the Labour party, or when the time came, if it ever did come, to the Nationalist party. It only applied to the wicked Tories. (Laughter.)

I do not think for a moment (he went on) that real party differences will not come again. I am sure I speak for the chairman (Lord Curzon) as well as for myself; we would rather belong to our old party and fight its battles than belong to a Coalition. I remember meetings in this hall when people could hardly be kept in their seats from the vehemence of their enthusiasm and their apparent enthusiasm for poor me, who was supposed to be their representative in the fight. We do not get that now. (Laughter.) This is the common experience—at one moment the papers which are not friendly to the Government, if they think it suits the exigencies of the moment, say that our party, and I in particular, were first of all in the pocket of Mr. Asquith and are now in the

GENERAL NEWS.

BURNS' "WANDERING WILLIE."

An undated letter of 1½ pages, quoted from Robert Burns, signed "Your poetical, humble servant, R.B.," followed by an autograph song in four four-line stanzas, the first line being "Lang her a, there a, wandering Willie," was sold at Messrs. Pattick and Simpson's recently for £150, and was purchased for Baillie's Free Public Library, Glasgow. This letter and song were written by Burns when visiting John McMurdo about 1790. It remained in the McMurdo family until about 1829-30, when Lady Gomm visited the McMurdos, and was presented with it by the then head of the family.

A QUESTION OF SMELLS.

At Barnet recently Sir Ernest Shackleton gave evidence in a case in which Elstree Chemical Work Limited, of which he is a director, were summoned for permitting a nuisance at Elstree. One witness said that the smells from the factory were so bad that a gasworks was a scent bottle compared with them. Sir Ernest Shackleton said that everything possible was being done to abate the nuisance. A solicitor—Is it a fact, Sir Ernest, that you are impervious to smell? Sir Ernest Shackleton.—Having lived in the Antarctic, where there are no smells, I am the first to notice them here. The case was adjourned for three months.

Speaker of Mr. Lloyd George. That on one day—the next day they will say in the same newspapers that Mr. Lloyd George is going back on all his past and has sold himself to the wicked Tories. (Laughter.)

I think that this attempt to work not on party lines is necessary now, for the moment at least, as it was during the war. The issues which are before this country are in the main not the old issues. They are social and economic. Let me indicate what I think the issue will be. There is in this country to a less extent perhaps than in most other countries, but there is a section, very articulate and more numerous than probably most of you are inclined to think, and very energetic, who believe there can be no social improvements until the whole existing basis of Government has been upset. They do not believe in Parliamentary action. I am not afraid of them, but I would be afraid of them if the Government could not show that it was possible by means of evolution to get social improvements.

Another issue, and the fundamental one, is the question whether the whole life of this country is to be carried out by private enterprise or nationalisation. That is a fundamental difference which has got to be fought out, and on it the Cabinet is as determined as anyone that there is no room for compromise. (Cheers.) The whole prosperity and growth, not of this nation alone, but of all nations which have progressed, has been based upon individual initiative and individual effort.

Most of the members of the present Government (Mr. Law concluded)—and of none is this truer than the present Prime Minister—have gone through a long and a severe strain. I do not think there are any of us who would object to a rest. But as long as, but no longer than, we feel sure we have the support of our country, and as long—but I hope no longer either—as we, feel we are not incapacitated by physical and mental exhaustion, so long we shall continue to face as honestly as we can the burden which our country has laid upon us.

FACES ACROSS THE SEA.

JEERING AT THE
ALLIES.

During the struggle over the Treaty at Washington (says the New York Evening Post) Senator Lenroot was one of the mild Republicans to whom the country is grateful for their efforts, even if unsuccessful efforts, in behalf of sound statesmanship and common sense. If must, therefore, be the gathering heat of the campaign that accounts for the Lenroot who recently in discussing the Treaty and the League in this city, threw statesmanship to the winds and sneered and snarled in the most approved Hiram Johnson manner. The familiar charges and innuendoes against the Allies were all present. The Allies have all the assets of the war and the peace and are trying to unload upon us all the liabilities. We went into the war solely for our own interests, and of our own interests alone we must think. The Allies are now engaged in working the United States for a good thing. If they ask for favours, their motive are obvious. If they offer us what seem to be favours, their motives are only more dangerous. The conclusion is that the United States must keep out of a game in which sleight-of-hand and marked cards are the rule.

Given that temper, it is not surprising that the Lenroot logic breaks down pitifully at the vital points. On the one hand we are told that the United States got nothing out of the war. On the other hand we are told that the reason we went into the war was "primarily to preserve the independence and liberties of the United States." But if the independence and liberties of the United States were threatened by Germany, what of France and England, who did the major share of the work of defeating Germany? What of the million and a half Frenchmen and the million British who died at the risk of holding the line against Germany until we could get in? Senator Lenroot cannot have it both ways. Either we should not have gone into the war, or, if we did, then the Allies who did so much to win the war—our war as well as theirs—cannot, without American dishonour, now be treated as hucksters and grafters.

Take Armenia. Mr. Lenroot indulged himself in the conventional sneer. Great Britain and France and Italy have grabbed all that was worth while of Armenia and have offered us the leavings in the shape of a barren country with less than two million people. But Mr. Lenroot has forgotten that Mr. Wilson was asked to fix the boundaries of Armenia. He has forgotten that if America had cared to exert herself she might have created a Great America stretching from the Black Sea to the Mediterranean. He has forgotten that if America had been willing she might have had the mandate over all of Turkey. We are not saying that this was the proper course for the United States. But, again, it must be either one thing or the other. Either we accept responsibilities or else we refrain from snarling at those who have taken what we have rejected. Either we act or we are silent. Lenroot chooses the middle course; he sneers.

The Allies are frequently actuated by motives far from altruistic. But we are never going to bring them to better ways by standing on this side of the Atlantic and jeering. It may be good partisan politics at the moment. But it is neither honesty nor manliness nor statesmanship.

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all sizes, \$2.00.SHIRTS, Boy Scout Khaki Twill Shirts,
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Collar sizes 11 to 13½ ins., \$2.75 to \$3.25.

KNICKERS, Boy Scout Khaki Drill
Shorts, Waist 20 to 30 ins., \$1.95.WATER BOTTLES, Serviceable Water Bottle capacity,
covered khaki serge, complete with Buckle & Strap, \$1.00.HAVERSACKS, Boy Scout Khaki Drill Haversack, a adjustable
slide, regulation shade and size, 90cts.AXES, Boy Scout Axes, made from solid cast steel, strong
make, complete with cases, \$2.50.BELTS, Boy Scout Belts, Khaki Web, adjustable to various
lengths, regulation clasps, & swivel, \$1.00.NECKERCHIEFS, Boy Scout Scarves, good quality sateen;
colours, myrtle, scarlet, navy, 75cts.FLAGS, Boy Scout Signalling Flags; colours, blue & white
halves, 75cts.FLAGS, Boy Scout Patrol Flags; bear, deer, cow, bulldog,
cobra, bat, beaver, boar, eagle, etc., 50cts.SHOULDER KNOTS, Boy Scout Shoulder Knots; colours,
purple & white, blue & white, green & white, 10cts.LANYARDS, Boy Scout Lanyards, Khaki Twisted cotton,
strong & durable, medium length, 20cts.

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THE OVERALL EPIDEMIC IN CANADA.

A JOKE—AND A SYMPTOM.

Toronto, April 23.—Canada is in throes of an "overall" epidemic designed to cut the high cost of living by adopting for general wear the working man's costume. The epidemic started about ten days ago in the Southern States "where the cotton blooms and blows," and its place of origin arouses a suspicion that perhaps it was designed not merely to reduce high prices but to provide a new market for cotton, for Southern States famous "Buy a bale" campaign of the early war days is not forgotten.

"Denim over all" is the new slogan, denim being the material described by the dictionary as a "coloured twill cotton," out of which overalls are usually made. When designed for garments the colour is nearly always a dark blue, sometimes striped with white. When more aristocratic in its associations, as it has been becoming in recent years by its use for hanging and furniture coverings, it is prepared in a variety of colourings.

At first, Canadians, priding themselves on their immunity from fads, smiled at the antics in overalls of their American cousins. "Funny people, these Americans," was a frequent observation. But the epidemic spread over the whole continent with incredible speed, and Canada could not remain immune. The Great War Veterans' Association at Ottawa broke the ice, donning the "blue jeans." That was on Saturday last. By Wednesday nearly every city and town from conservative Fredericton in the East to the Pacific Coast had reported some form of an "overall" brigade.

At Brantford, a man planning a surprise, wore them to church. His daughter, whom with his wife he had permitted to precede him, fainted when she beheld her parent coming up the aisle and had to be taken home in a taxi.

Fifteen members of the Ontario Legislature signed a pledge to wear them, but faked when they learned the Premier's signature was a forgery. A New Brunswick Cabinet Minister, however, wore them into the Legislature. Members of the Winnipeg Grain Exchange followed suit. Mass meetings of clerks and other workers have approved the plan, often with official backing, in cities like Hamilton, Calgary, Brantford, Ottawa, Chatham, Windsor, London, St. Thomas, Wallaceburg, and Vancouver.

To the average man the epidemic is a joke, to be observed and entered into in a spirit of fun. It is characteristic of the current nervousness of the business community that it is a man of affairs who regards the campaign most seriously. It is undoubtedly a symptom of the irritation and unrest caused by increasingly high prices. And Big Business cannot see where it is all going to end.

THE PRICE OF CLOTHES.

Clothing prices here are certainly no joke, though they are possibly, owing to different tariffs, slightly less for woollen clothing in Canada than in the United States. A New York newspaper man who has a small sheep farm has figured out that the wool which he sells from his farm for \$1.25 costs him \$1.35 when he buys it in the form of a suit from his tailor on Broadway. In Toronto and Montreal \$75 to \$100 are regular prices now for tailored tweed suits. In Chatham, a small Ontario City Council this week opened tenders for uniforms for its police force, they found the price ran from \$80 to \$108 for tunic and trousers. They decided to put their policemen in "overalls" for the summer.

The sad thing is that the price of overalls is going up. A few years ago the standard price in Toronto was 75 cents. Before the war the wholesale price was \$1.02. To-day they are from \$2.25 to \$3.25, and the price is said to be on the way to \$5 and \$6. The new overall suits as adopted by clerks and others are two-piece affairs, smocks and trousers, though the favourite working man's overall is a one-piece combination garment.

Working men do not approve of the innovation, as it is increasing the price of a necessity for them. Ontario's Minister of Labour, speaking from this point of view, has formally disapproved of the whole proceeding.

Women have been urged to join in the movement by wearing overall aprons, and they have been appealed to with suggestions of "calico clubs," and other alliterative phrases, so

far which but little success. They are, however, organizing "potato protests." With the price at \$5 or \$7 bag potatoes are disappearing from many tables when the "overall brigade" idea does not appeal. "Old clothes leagues" and "patch clubs" are being formed.

BRITISH STEEL PROGRESS.

GROWTH OF ELECTRIC FURNACES.

The progress made during the last half century in the ferrous industries was reviewed by Dr. J. E. Stead, F.R.S., President of the Iron and Steel Institute, at the annual meeting, held at the Institution of Civil Engineers, Westminster.

Mr. E. Schneider, the retiring President, in welcoming his successor, said that in the economic reconstruction of his country (France) it was necessary that their Allies should grant them not so much their positive aid as their active sympathy, and afford them now and then, in their tremendously difficult task a helpful and congenial atmosphere. The actual importance of such intelligent cooperation should be measured not by immediate results, but by the fundamental interdependence of the solution to be given by France and her Allies to the social and industrial problems on which hung their whole economic future.

Dealing with the question of recovering the heat in blast-furnace slag, Dr. Stead said that it was a matter worthy of the most serious consideration of engineers. Even if only 33 per cent. of the heat were recovered from the 15 million tons of slag produced in Great Britain alone, it would represent about 350,000 tons of coal per annum.

The enormous rapidity of the electric steel furnace during the last five years was also referred to by Dr. Stead. Before the war only a few electric furnaces were used in connection with the iron and steel industry in Great Britain, but soon after 1914 a large number of melting furnaces were erected in Sheffield and other parts of the country, and with the enormous mass of steel being produced, they had been largely used to replace crucible melting, and had come to stay. Immense quantities of special alloy steel were made by their aid.

Before the war progress had been most rapid in Germany, where the conditions were particularly suitable. The United States came second, with Italy and France also ahead of England. Now production in this country was surpassed only by the United States and Germany. Germany still held second place, but only because most of the steel there was refined basic Bessemer steel, while British furnaces was in practically all cases melting cold scrap. The actual number of furnaces and the power used was greater than in Germany. By the end of 1919 our annual production had gone up from 10,000 tons, which was the figure before the war, to about 150,000 tons. During the war this steel was used for making bullet-proof plates, aeroplanes, motor-cars, armour-piercing shells, and steel helmets.

The President awarded the Bessemer Gold Medal for 1920 to Mr. Harry Brearley (Sheffield). The Council's report, which was approved, stated that the Prince of Wales had accepted honorary membership of the Institute, the total membership of which now stood at 2,161. There was a deficit on the year's working of £1,109.

IRON PORTLAND CEMENT. Mr. Edwin H. Lewis (Wishaw), in a paper on "Iron Portland Cement," gave a descriptive classification of cement made from blast-furnace slag, and said that as there was a great demand for cement many ironmasters were considering using their slag for its production. Iron Portland cement could easily comply with all the British Standard Specification tests, except that of specific gravity, and there was apparent no reason why it should not be used for any purpose for which Portland cement was used. For sea water it should be especially suitable.

Nearly all blast-furnace slags could be used as raw material for making Portland cement, but only some of them could be employed for the later addition to the clinker necessary for iron Portland cement. Ironmasters making cement would in any case have to face opposition, and it was to their interest that, whether they made Portland or iron Portland cement, they should maintain the highest quality shown to be possible, and so convince cement users that blast-furnace slag was an excellent material for its manufacture.

Other papers in the programme for the meeting and for its continuation dealt with blast-furnace practice, the utilization of titaniferous iron ore in New Zealand, various problems in steelmaking, and the design and treatment of steel castings.

NOTICE.

NOTICE TO MARINERS.

KONGMOON DISTRICT. (WANGMOON).

ALTERATION IN CHARACTER OF WANGMOON ENTRANCE LIGHT.

Notice is hereby given that on or about the 8th July 1920, the Wangmoon Entrance Light will be changed to a white acetylene light, occulting every 3 seconds thus—

Light..... 0.3 second.
Eclipse..... 2.7 seconds.

This alteration will increase the candle-power of the light, making it visible in clear weather for a distance of 12 nautical miles.

Other characteristics of the Light will remain unchanged.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO. LTD.

AND

CHINA MUTUAL STEAM

NAVIGATION CO. LTD.

Consignees per Co's Steamer "PYRRHUS"

are hereby notified that the Cargo will be discharged to Hoi's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after 5th July.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 10th July, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 24th July, or they will not be recognised.

No Fire Insurance will be affected.

BUTTERFIELD & SWIRE.

Agents.

Hongkong, 3rd July, 1920.

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NEW ADVERTISEMENTS.

LAST 2 NIGHTS

THEATRE ROYAL

OF THE

HUMPHREY BISHOP

COMEDY & OPERATIC CO.

TO-NIGHT

SPECIAL VAUDEVILLE

ENTIRELY NEW PROGRAMME

MONDAY!

MONDAY!

GRAND FAREWELL

SPECIAL FEATURES.



ONE NIGHT ONLY

Tuesday, July 6th.

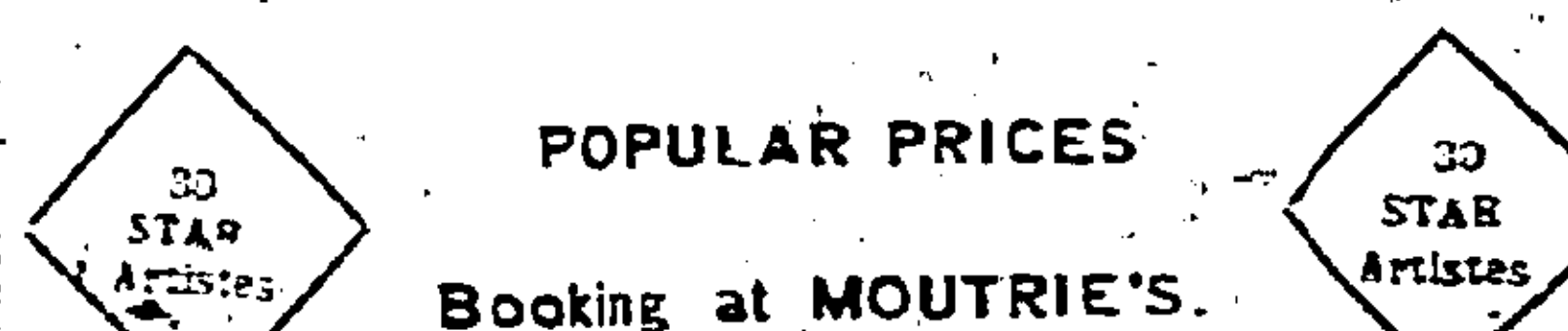
THE LEYLAND HODGSON

REVUE COMPANY

Direct from London,

IN THE LATEST LONDON REVUE

"ROSEBUDS."



POPULAR PRICES

Booking at MOUTRIE'S.

Hongkong, 3rd July, 1920.

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Hongkong, 3rd July, 1920.

ADVERTISE YOUR WANTS.

WHAT YOU WANT SOMEONE HAS—WHAT YOU DON'T WANT SOMEONE ELSE DOES.

ONE CENT PER WORD PER INSERTION

Two Cents if not Prepaid.

A SMALL ADVERTISEMENT IN THESE COLUMNS

WILL BE PRODUCTIVE OF MANY ENQUIRIES

REPLIES AWAIT BOX No. 380 383 & 384

NOTICE.

The interest of Mr. EDWARD MAURICE RAYMOND as a Partner in our Firm ceased by effluxion of time on the 30th June, 1920.

BENJAMIN & POTTS,

11, Queen's Road Central,

Hongkong.

2nd July, 1920.

NOTICE.

I have this day established myself as a Share and General Broker at No. 10 Ice House Street.

EDWARD M. RAYMOND.

2nd July, 1920.

NOTICE.

REPULSE BAY HOTEL.

SATURDAY, JULY 3rd.—

TEA DANCING FROM 4 TO 7 P.M.

DINNER DANCE FROM 8 P.M.

SUNDAY, JULY 4th.—

ORCHESTRAL CONCERTS

DURING Tiffin and AFTER-NOON.

J. H. TAGGART,

Manager.

NOTICE.

REPULSE BAY HOTEL.

Owing to the 4th. of July falling on a SUNDAY and the fact that the local American Community are holding their Celebration on MONDAY, the 5th. of July, a Special Dinner Dance will be held on MONDAY NIGHT at the above Hotel.

Tables may be Booked at the

Hotel Main Office.

(Telephone No. 32) or direct to

Repulse Bay (Telephone No. 881)

J. H. TAGGART,

Manager.

NOTICE.

The interest and responsibility of Mr. Herbert Johnson Gedge in our Firm ceased on the 30th June 1920.

JOHNSON, STOKES & MASTER

Prince's Building,

Hongkong.

NOTICE.

Mr. Daniel John Lewis has been admitted a partner in our Firm as from the 1st July 1920. The name of the Firm will remain as below.

JOHNSON, STOKES & MASTER

Prince's Building,

Hongkong.

NOTICE.

The interest and responsibility of Mr. Herbert William Looker in our Firm ceased on the 30th June 1920.

DEACON, LOOKER, DEACON

& HARSTON.

Hongkong, 1st July, 1920.

NOTICE.

We have admitted Mr. William Edward Leonard Shenton a partner in our Firm as from to-day.

DEACON, LOOKER, DEACON

& HARSTON.

Hongkong, 1st July, 1920.

WANTED.

WANTED.—European assistant manager for export department with old established British firm. Experience in South China exports essential. One with knowledge of French given preference. Good salary to right man. Give references and wages required. Box No. 383 c/o "Hongkong Telegraph."

WANTED.—St. John's Cathedral, Hongkong. A European wanted as Verger. For particulars apply to the Chaplain.

TO BE LET.

TO LET.—Part of ground floor of St. George's Building with two large show windows facing Ice House Street. Apply Shawad, Tong & Co.

TO LET.—For immediate occupation 3 rooms, suitable for office, in Queen's Road Central, near the banks. Apply to Box 390 c/o "Hongkong Telegraph."

TO LET.—One bedroom with bath, Central District. For terms apply Box 391 c/o "Hongkong Telegraph."

TO LET OR FOR SALE.

Glenshiel, No. 141 The Peak, near Barker Road Tram station. Apply to Lindsay & Davis, Alexandra Buildings.

FOR SALE.

FOR SALE.—LADY WISHES TO SELL entire contents of well furnished 5 Roomed house, including Victrola, Silver, Blackwood Furniture, and cut Glass (all nearly new) Apply Box 386 c/o "Hongkong Telegraph" NO DEALERS.

FOR SALE.—Abergeldie 136 Peak. Apply 135 Peak.

FOR SALE.—Encyclopaedia Britannica, 35 vols. bound half-Morocco in oak case. Apply Box 383 c/o "Hongkong Telegraph."

FOR SALE.—Microscope in Mahogany case. Suit Medical student. Apply Box 389 c/o "Hongkong Telegraph."

FOR SALE.—By Peak Resident, roomy perambulator, in first class condition. Price \$75.00.

WATSON'S

Pyeris

Sparkling Mineral Water

Is of great organic purity. Chemically its composition is identical with one of the best known natural springs in Europe.

AN IDEAL TABLE WATER BLEND
EXCELLENTLY WITH WHISKY

A.S. WATSON & CO., LTD

THE HONGKONG DISPENSARY.

Phone 16.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C. 5th edition. Western Union.

Office address: 11, Ice House Street.

BIRTH.

BURCHARD.—On 1st July, at No. 100 The Peak, to Mr. and Mrs. H. W. Burchard, a son.

The Hongkong Telegraph

HONGKONG, SATURDAY, JULY 3, 1930.

CHINA'S TRADE.

When we think of the political upheavals which have been convulsing China for an almost indefinite period, recall the financial and other embarrassments of the Government and ponder over the big and little misadventures which are so common throughout the country, it is rather surprising to learn that China had a most successful year commercially in 1929. So much is disclosed by the annual report on trade recently issued by the Maritime Customs, which shows that during the twelve months there was felt throughout the Chinese markets a big demand from European sources for raw materials. In this connection, it is most illuminating to learn that the value of China's foreign trade during the year increased by no less a sum than 257 millions taels as compared with 1928 and by 307 millions when contrasted with the figures for 1927. What is more, for the first time since statistics became available, the value of her exports at the moment of shipping all but balanced her imports. The result of all this, we are told, is that China's capitalists and merchants have been less dependent on foreign manufactures and there has arisen a boom in industrial enterprise which has only been limited by the impossibility of obtaining the necessary machinery. There is, however, a note of warning struck in the report, and this is to the effect that the business activity has been largely due to exceptional conditions and it would be rash to count on a continuance of the demand for China's products regardless of price. "To meet her future competitors on equal terms," says the writer of the report, "China must reform her present system of inland taxation and improve her internal transport. Her traders and producers will also do well to organise effective measures to check adulteration, of which frequent complaint is heard on all sides."

But though trade flourished in China last year, it must not be assumed that conditions generally are all that they might be. China has a long road to travel yet before she can hope to take her rightful place amongst the producing countries of the world. It is recorded in the report that with the exception of certain public works which owe their existence mainly to the pressure to trade interests there is not much to be recorded of essential developments, undertaken for the benefit of the country as a whole, such as the building of good roads and bridges, the introduction of scientific methods of agriculture and cattle-breeding, afforestation, and the reclamation of waste lands. "Unfortunately," says the report, "such undertakings as these present no prospect of immediate profit for the individual and require for their prosecution vast capital and an administrative machinery which are not at present available to the State or its citizens. So long, however, as these essentials are lacking it appears to be inevitable that the economic development of the country should remain one-sided, that the process of watering the leaves and branches of the pagoda tree instead of its roots should continue—that aeroplanes should come before roads and that spindles should be multiplied while the improvement and extension of cotton cultivation are allowed to lag. It is true that motor roads have been constructed in the far North and that regulations for the building and upkeep of roads throughout the country have been promulgated by the Government. It is also true that something has been done in the way of improving the cultivation of silk, tea, cotton, and other products by the private enterprise of merchants and others interested in the trade in these staples and by the efforts of enlightened officials here and there. But it cannot be too strongly emphasised that the vast agricultural and mineral resources of the country, which constitute the foundation of its future strength and independence, lie to a great extent wasted or untouched. Yet it is on the intelligent development of these that the success and continued prosperity of the industries now springing up like mushrooms all over the country will ultimately depend."

The needs of China could not be better expressed than they are in the above quotation. A pressing necessity is more railways, and not the least important of the links yet to be completed is the line between Canton and Hankow. The report, speaking of railways, says the development of existing and new lines was almost completely halted during the year because of funds. We can only hope that under the new Consortium agreement this drawback will soon be overcome. There is a great future for China, but it cannot be realised without foreign assistance, both financial and technical.

NOTES & COMMENTS.

INDEPENDENCE DAY.

To-morrow is Independence Day and in all sincerity we extend to American residents our hearty felicitations. For them the day has a great significance and other peoples too, if they are so minded, can very sympathetically share in the spirit of proud nationalism that underlies the celebration. One hundred and forty-four years ago a liberty-loving people declared that they were free to govern their own affairs and destinies and at the end of a futile war Britain had to consent to that declaration and recognise that the new Republic of the United States of America was right and just. The principles of liberty that upheld the insurrectionists (as Britain then thought) have been steadfastly adhered to ever since and America to-day is not the least of the world's champions of what is just; what conforms to the vital principle of liberty. The world is a little distraught at the end of what has been the most titanic war in history and it is only natural that on some questions of adjustment all nations should not see eye to eye. On some matters we have criticised the doings of Washington diplomats and politicians, and they in their turn have not been loath to criticise policies and suggestions of British statesmen. But, in season and out of season, we have consistently urged that among the vital things necessary is a continuance and strengthening of the cordial relations existing between Britain and the new Republic of North America, because we recognise that in that continuance is contained the safeguard of a liberty dearer than that of America, dearer than that of Britain—the liberty of all the nations of the world. These two great countries recently made common cause against a liberty-destroying militarism, pouring out men and treasure to keep inviolate a sacred principle, and, despite their differences on matters of detail, it must be recognised that both are animated by the same desires now, the only variance being on procedure. In this little British Colony, housing as it does so many American friends, we can well afford to pause and pay seasonal tribute to the ideals that brought to-morrow's anniversary into being and which are helping to evolve out of this present world tangle a happy, interdependent, and free human race. Independence Day has a significance that simply forces itself to be recognised in these days so pregnant with opportunities for wise statecraft.

BRITAIN'S STABILITY.

That Britain is slowly but surely regaining her financial stability is most eloquently proved by the returns which were tabled by the Revenue yesterday dealing with the past quarter's revenue and expenditure. It says something for the effort which is going on when revenue can be increased from 135 millions to 314 millions and expenditure decreased from 401 millions to 248 millions. The virtual effect is that instead of a deficit as in the same quarter last year of 215 millions there is a surplus of 215 millions of over 30 million pounds. And this must be taken as only an indication of what is going to be a very much improving situation. The Floating Debt has been reduced since March 31 by over 25 millions, but many more millions remain to be wiped off. England is doing this without any excessive increase in taxation. Her public spending has been curtailed, and in a few years will be freed of many heavy items, especially in military and naval directions. With the settlement of many of the outstanding international problems Britain will be able to spend far less than she is spending now, especially if the complete working establishment of the League of Nations is made an accomplished fact. Internal expenditure must be maintained at a fairly high level for some time to come. One has only to think of the railways, the mines, the food control and subsidies, housing, the cry for more liberality in the realm of education and the many directions in which money is needed to make good the war-time economies to realise that Britain could with profit to her people spend every penny that is raised. International credit and the establishment of favourable trade and exchange rates are vitally important, and so

DAY BY DAY.

EVERYONE FOR SOME BRIEF PERIOD IN EARLY LIFE SHOULD BE THROWN ON HIS OWN RESOURCES TO REALISE THE FULL SCOPE OF SELF-RELIANCE.—Havelock Ellis.

There was one British non-fatal case of scarlet fever notified yesterday.

The departure of the Empress of Russia has now been fixed for daylight to-morrow (Sunday).

The Gazette contains a table giving the contents of the local reservoirs for the rain year 1929-30.

The following telegram has been received from the Ministry of Marine, Bangkok: "Wreck of steamboat in Bangkok Bar (Channel) removed. Markboat withdrawn."

The Vicar of St. Andrew's Church, Kowloon, and Mrs. Lindsay are going on holiday during August, and the Rev. G. E. S. Updell is to have charge of the parish during Mr. Lindsay's absence.

Tenders are being invited for the construction of a 20-foot road from Taitam Gap to Shek O and Cape D'Aguilar, 1st Section; and for the construction of a 20-foot road from Wanchai Gap to Magazine Gap.

During the past quarter there were analysed in Hongkong under the Sale of Food and Drugs Ordinance twelve samples of milk and six of beer. All were found genuine excepting two samples of milk.

It is notified that, at the expiration of three months, the Choy Kee Steam Bakery and Confectionery Company, Limited, will, unless cause is shown to the contrary, be struck off the Register and the Company will be dissolved.

At Rugby Park, Kilmarnock, on 22nd May, in the presence of 3,000 spectators, the Kilmarnock Athletic club provided a capital afternoon's sport. Among the crack runners was J. B. Bell, Glasgow University Athletic Club, son of Mr. W. D. Bell, Taikoo Dockyard, who in the 220 yards handicap maintained his fine reputation as a sprinter by winning in great style. He beat his man on the tape after an exciting struggle, his time being 35.2-5 seconds.

Major-General Sir Alexander Bruce Tulloch, K.C.B., C.M.G., died at Glasgow, Glasgow, Breconshire, on May 25th. He had had an adventurous military career, which began in the Crimea and included service in every quarter of the globe. His soldiering began with the 1st Royal Scots, whom he joined in 1855, and with whom he served in the Crimea. In 1857 and throughout the Mutiny he was with his battalion in India, and in 1858 he was transferred to the 2nd Battalion at Hongkong, and served through the China campaign of 1859-60, being appointed D.A.Q.M.G. with the expeditionary force at Canton.

An Indian watchman employed by Messrs. Whiteaway, Laidlaw and Company was today remanded on the application of Mr. Blake, who appeared for the defence, on the charge of stealing a quantity of cloth valued at \$73 from the shop. Inspector Moore stated that he was informed that many articles had been missing from the shop, and yesterday morning it was reported to the Police that several rolls of cloth were missing. Detective Dorsling was assigned to the case, and in a search in the watchman's quarters he found the missing cloth. The watchman was given the door keys in order that he could have access into the premises during the night to see that everything was in order. It is alleged that, with the aid of these keys, he entered the shop on the previous night and stole the cloth.

It is that Britain must commit herself to a course of debt repayments. All these things combine to create a position of great delicacy and importance, but if Britain as a producing and selling country can enjoy a few years prosperity all will be well. And that is where labour has so great an opportunity to help.

1895.

HONGKONG TWENTY-FIVE YEAR'S AGO.

(Compiled from the Hongkong Telegraph files for week ending July 10th, 1895.)

THE DOLLAR.
July 4th.—The rate of the Dollar, on demand, is 2s. 1-3-4d.

THE FORMOSAN WAR.

July 4th.—The British cruiser Spartan arrived here this forenoon from Amoy and from enquiries made on board we are in a position to state that the European residents of Taiwan are now in rather less danger than they were on Monday and Tuesday, owing to the "Black Flag" having advanced northward to meet and give battle to the Japanese. The end of the blustering old Chief's earthly career may, therefore, be assumed to be not very far off; and when he has crossed the border it may be said, with reason, that a good riddance of bad rubbish has been effected. One small British gunboat, the Tweed, is at present the only war vessel at Amoy. Forty marines and Captains Shrobbert and Brabazon arrived by the Spartan AMERICAN INDEPENDENCE DAY.

July 4th.—In accordance with ancient usage our American friends in Hongkong have been busy to-day celebrating with their accustomed lavish hospitality. The anniversary of the declaration of American Independence. The ships in harbour, notably the P.M. Co's ocean greyhound China and King O'Keefe's last and powerful yacht Santa Cruz, have been conspicuous owing to an unusually liberal display of bonfiring, and both aloft and ashore the merry punch bowl has greatly aided in making things "hum" on the day we celebrate. Colonel Huot, the able and popular United States Consul, was "at home" from 11 a.m. to 1 p.m. between which hours visitors flocked in his commodious offices and the Agent of the Pacific Mail Company, Messrs. Shawan Jones and Co., Dr. Noble and other representatives of the United States have dispensed their favours with the utmost cordiality and liberality. The "Glorious Fourth" is in every sense of the word, a glorious and a great day that we are bound to celebrate.

THE PLAGUE FIGHT.

July 3rd.—We are glad to be in a position to state that owing to the plague epidemic having become practically non-existent at Macao, medical inspection of passengers at the "Holy City" has been stopped. We avail ourselves of this opportunity to congratulate the Sanitary Authorities of Macao and the residents of the Colony on having successfully defeated a terrible and insidious foe.

A PRESENTATION.

July 10th.—The members of the Fire Brigade will present Mr. H.E. Wodehouse on Saturday 13th inst. with a handsome silver cup as a mark of their esteem and a token of their recognition of his able leadership during his long connection with the Brigade.

HUMPHREY BISHOP COMPANY.

LAST TWO NIGHTS.

Playgoers are reminded that the season of the above popular Company is now rapidly drawing to a close. To-night the Company is presenting a special All-Vanderbilt programme, which is entirely new to Hongkong, and on Monday it is giving a grand farewell performance, which will include all the most popular items of its repertoire, and several new and novel features. Monday also being the day set apart for the Fourth of July celebrations, Americans could find no more pleasant and enjoyable way of finishing their day than by a visit to the Theatre Royal, where the Humphrey Bishop Co. in honour of the occasion, are including several appropriate items.

MORE PAPER.

Canadian mills produced 215,000 tons of newsprint paper during January, February, and March, or 20,000 tons more than during the corresponding period last year.

SHIPPING NOTES.

(BY "NEPTUNE")

The death of Captain F.E. Hamilton, of the s.s. Phuempenh, last week in Hongkong, removes a very popular figure from the China Coast. The deceased was a young man, about 32 years old, and came from a good family in Scarborough. He had been seven years on the China Coast, coming out to the Far East in 1911 as fourth officer of the Dilwara. He later worked for the Straits Steamship Co., and had been Captain of the s.s. Phuempenh for a year. By his careful navigation he had earned the full confidence of his Company. He had been ailing for the last two or three trips, but always attended to his duties with the utmost care. On Monday, after tying the vessel to the buoy, he collapsed on the floor of his cabin. He was a man of powerful will. A quarter of an hour before his death he was on the bridge, and attended to the duties connected with the ship. He was married only two years ago to Miss Aileen Prior of Penang and at the time of his death his wife was with him.

The Phuempenh has had a chequered career. It will be remembered that last summer she escaped catastrophe by a miracle, having left Saigon a few days after the Haiphong was lost, and the Phuempenh escaped miraculously. She was not commanded then by the deceased, but by Captain R. M. de la Sala, who afterwards stated that he was deceived by the action of that particular typhoon, which acted contrary to all the laws of storms. Its line of progression, as he discovered too late, was between W.S.W. and S.W. and N.W. Instead of the Phuempenh running before a strong S.W. monsoon, which was thought to be the after wind following up behind the typhoon on account of its strength, the vessel was running right into the centre of the storm.

It is seldom that the sailing of an Empress boat is delayed as has been in the case with the Empress of Russia. She did not arrive on schedule, nor is she sailing on schedule. She may make up for the lost time by heading for Vancouver with more steam up. Kobe is taboo on the outward route, owing to the epidemic of cholera that is raging there. It may not be known that the Empress of Russia carried a record number of passengers on her last trip from the Far East, and I am told that at Yokohama some of the seizes were converted into cabins, the number mentioned to me being some twenty, providing accommodation for double that number of passengers. On some of the American liners as much as a thousand yen had been paid by passengers as premium to officers of the vessels for accommodation, and it is not surprising that engineers and others gave up their bunks to people who were prepared to pay the full passage plus a thousand yen as a bonus!

It would be interesting to know the nature of the reply that the Guilds will receive from Messrs. Jardine, Matheson and Company and Messrs. Butterfield and Swire, who operate respectively the Indo-China Navigation Co., Ltd., and the China Navigation Company, with regard to the demand for an increase of fifty per cent. to the men on these vessels. I believe that the two Companies will take joint action in the matter. It does not look that these Companies will give any further increase than they had already granted their men, and if they enter a plea of non possumus, it should not surprise shipping men. For it is common knowledge that shipping companies engaged on the China Coast run are going through very trying times. There is not enough freight offering, and, in addition to that, must be considered the severe competition that they have to meet and are already meeting from foreign-owned vessels, who are trying to capture a slice of the China Coast trade. "Freights are going back to their old state, and things are altogether bad. I am told that at the meeting of the men engaged on the Indo-China Navigation vessels, which was held last week at the offices of Messrs. Jardine, Matheson and Co., to discuss with their employers the situation, the men were impressed with the fact that owing to increased overhead charges and greater competition the Company could not meet the wishes of the Guild. Most of the men did not

TO-DAY'S MISCELLANY.

There was a touch of grim humour in the selection of Hythe as the place for the miniature peace conferences held recently. Of all places along our coast Hythe probably suggests war most inevitably; for a very long period it has been associated with war, rumours of war, and preparations against war. Even in its modern uses it has been dedicated to the purposes of one of the most famous schools of military. It was here that Sir John Moore exercised and "licked into shape" the troops which were destined afterwards to make for Napoleon the "Spanishulcer." Not far away is the place where the younger Pitt, colonel of Volunteers, asked Sir John what would be the precise function of his corps in case of invasion and received the reply, "You, sir, and your men would occupy that hill over there, while I and my men engaged the enemy on the beach." It was Hythe and its immediate neighbourhood which threw Cobbett into transports of rage 97 years ago. "Here has been the squandering, here has been the paper-making work. Here we see some of the causes which are now sending some farmers to the workhouse and driving others to flee the country or to cut their throats." And the military canal from Hythe to Rye drew from Cobbett the not unnatural comment that it was a curious obstacle to rely upon to keep out "the armies which have so often crossed the Rhine and the Danube."

Bishop Weldon has inaugurated the cricket season with a revival of the now rather familiar complaint that cricket is not so lively as it used to be, that batsmen do not take risks as of old, that leg hitting has disappeared, and so on. How much general truth is there in these accusations, and how far do Bishop Weldon's memories of "cricket in my youth" concentrate themselves on a few mighty hitters? One F.M. Grace may well have gilded a young man's memory with the belief that all batsmen played that wonderful game which was "not cricket" (as the aggrieved old stagers said). The great George Parr, whose leg hitting the Bishop may have in mind, was certainly a great batsman, but for his 43 innings in 1852 he averaged little over 13, and for 15 innings in first-class cricket in 1853 he averaged not much more than 12. The record of the great W.G.'s innings shows that he rarely scored anything like as fast as Hobbs does to-day, or as fast as First and Tyldesley nearly always did yesterday. The truth seems to be (and it is as well to remember it in advance of this year's harrackings) that cricket is a different game nowadays. Bowlers no longer bowl the balls from which the old leg hitters scored their mighty swipes. It is not so much that they are not prepared to take risks as that it would be no use taking risks. Interesting cricket to the expert is cricket where batsman and bowler, both at their best, are struggling to outwit each other; not the kind of cricket admired by the young person who was overheard, after a strenuous half-hour of good batting and bowling last year, to say, "And now it's time that one of them got out."

realise before the meeting what a fifty per cent. increase represented.

It is one of the pet hobbies of the two Guilds to picture to outsiders that the China Coast, officers and men are badly paid. On the authority of *Shipping and Engineering of Shanghai*, I may say, in that journal's own words, that "when a survey is taken of the conditions now prevailing in many parts of world as regards the mercantile marine officer and employment, it can be perceived that those on the China Coast serving on the coastal shipping companies are more favourably situated than the majority." We are told that many officers and engineers in the Australian ports have become so disgusted with the constantly recurring strikes on the Australian coast that some have come to Hongkong, and some gone to Shanghai, and yet again others have returned to England. If the conditions are so bad as the Guilds picture, then why do they attract so many men from other countries to the China Coast?

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UNIVERSITY FOR CANTON.

A REFERENCE TO HONGKONG.

Referring again to the proposed South-western University, (says the Canton Times) the best suggestion that can be offered under the present circumstances is to drop the matter entirely, using whatever money allotted to it for the development of primary and industrial schools.

The million dollars appropriated to it will not go very far toward a university, since there are no other funds to begin with. The proposed university has been a political measure and will easily be dragged into future politics, something unfavourable to an educational institution. The members of the proposed university commission are not qualified to render their best service to the project, because of their difference in opinion and inexperience as university founders. Educational institutions of the country should stand for a national ideal, and a South-western University as proposed to commemorate the "success" of certain movements will hinder or at least delay the unification of national educational ideals, since some Northerners are also claiming that they are doing their part in the struggle against militarism, an evil they believe to be as powerful in the South as in the North. So far no tangible support has been assured to insure the future endowment and income of the proposed university, and before the death of the present officials and legislators, it is not believed that the Government, central, provincial, or local as now constituted will be able to administer and finance a university. The recent troubles in the government institutions in Peking have shown that old officials cannot run a modern school.

If the million dollars is appropriated to primary and industrial education, it will do some good. This does not mean that every cent will be well spent. The fund, if allotted to a number of schools, public and private, will no doubt benefit especially the private schools which are now better managed and more efficient than the government institutions.

What the South-west needs, and what all China must have, are more schools and more well-trained teachers in the interior districts. The strong and healthy boys and girls in the interior should be given an intellectual and moral training so as to balance their physical strength and make them all round useful citizens.

This does not mean that the South-west does not desire a university. We only mean that we can afford to go without it for the time being and that we do not want a university which will be inferior to other institutions of the same standing and which will not be able to compete with them. The Canton Christian College, the Government High Normal School, and the Hongkong University may serve the needs of the South-western young men for the time being, not mentioning other institutions in China open to all qualified persons.

The South-west should begin to plan for a university by first laying a strong foundation, so that when it is completed it will be second to none in the East and will be recognized by "Westerners."

The Canton Euro-American Returned Students Association has recently resolved to request that the South-western University, if organized at all, should be located in Canton. The Association go further and appoint a committee to investigate into the

needs for a university here right away, to inspect the present higher institutions we have in the Southwest, and to see whether or not conditions in the existing institutions may be so changed, if necessary so as to attract and enable the less wealthy students to procure a higher education.

The existing institutions of higher learning will, no doubt, be glad to welcome the co-operation of returned students, if they would show a genuine interest. These men have received college educations abroad and have come back to China to live and work. They will certainly be able to point out things which may be helpful and worthy of consideration by the authorities concerned. If there is any class of Chinese who ought to encourage higher education in the South-west it is the returned student body.

U.S. DEMOCRATS.

BRYAN AS CRITIC.

Lincoln, Neb., June 23.—William Jennings Bryan in a signed article appearing today in the *Omaha* says that William G. McAdoo, son-in-law of President Wilson, is handicapped as a candidate for the presidential nomination by his close relationship to the president.

Mr. Bryan said that he himself need not be considered for the place.

He said Edwin T. Meredith of Iowa, recently appointed secretary of agriculture in President Wilson's cabinet and a few other men thus far mentioned, are available candidates.

In conclusion Mr. Bryan said: "The candidate nominated by the convention at San Francisco will be for woman suffrage, for prohibition and against Wall Street."

COX CRITICISED.
Lincoln, June 23. William Jennings Bryan has turned his political batteries on both Homer S. Cummings, chairman of the democratic national committee, and Governor Cox of Ohio, and is vicious in his attacks upon both men. Referring to Chairman Cummings, Bryan says in a statement given out here to-night: "The selection of Chairman Cummings to sound the keynote of the democratic national convention is worse than a comedy. It is a tragedy. It is a melancholy beginning if the democrats have any intention of making a campaign this year. If the democratic party is to be wrapped in a 'wet' shroud, locked up in a Wall Street safe and buried at sea Cummings is just the person to officiate, but his selection is a serious handicap if the party proposes to appeal to the progressive sentiment of the country."

Bryan pronounces the Cox candidacy little short of a disgrace.

He says: "The fact that Ohio and Kentucky have instructed for Governor Cox makes it proper to consider his position on the liquor question. It is becoming every day more and more apparent that he is the man about whose stand and the 'wet' forces will gather. Governor Edwards is a joke. A drunkard in the last stages of delirium tremens would have sense enough to know that Edwards has no chance of nomination. Senator Hitchcock did not have any chance even before the Nebraska primary, hence he had nothing to lose. Governor Cox is their man and he has fairly won the dishonour that he seeks."

"After disgracing his state he aspires to a position in which he could disgrace a nation. For years the men engaged in the liquor business have been the real anarchists of the country, far more dangerous than the professional anarchists. Governor Cox has become their candidate. His nomination would make the democratic party the leader of the lawless element of the coun-

CORRESPONDENCE.

[To the Editor of the "Hongkong Telegraph"]

DOGS SHOOTING.

Sir.—Whilst heartily extending my hands to grasp those of "Humanitarian" and "M.T.S." to form a ring of sympathy heretofore expressed for those ill-treated dogs, I nevertheless cannot refrain from commenting on a suggestion made by "M.T.S."

Thus he writes:—"If after a reasonable time a dog is unclaimed, it should be sent to one of our auctioneers to be auctioned as Government property, instead of being shot!"

Now, if fate would have it that I should end my life by either being shot or butchered, it is needless to point out which alternative I should prefer; therefore, I would suggest that "M.T.S." should rather wish that dogs be shot than auctioned. I am afraid that "M.T.S." would not buy all dogs and bitches auctioned and, perhaps, an old and miserable looking one would not appeal to him successfully. Now, suppose a native meat dealer strikes a bargain and pays 25 cents for say 10 lbs of flesh?

Ge. Whiz! I hope "M.T.S." has no fondness for "Chop Suey," if so, wouldn't he abstain from same in commemoration of his suggestion?

Yours etc. JOJO GUTZ.
Hongkong, July 3, 1920.

"THE RIDGE"

Sir.—Your correspondent "Ajax," writing under the heading of "An Islanders' Diary" on Tuesday made statements regarding the troubles of residents of Broadwood Road which I feel should be given the lie direct. Who the resident of Broadwood Road was who gave such misleading information, I do not know, but as a resident and owner there I should like to give you a few facts. It is only in fairness to the Government.

The Government has fulfilled every one of the conditions of sale. The road was never intended to be a motor road; it is twelve feet wide and not eight as your correspondent stated, and the conditions did not state that the Government would carry water to a height where it would flow to the houses to be erected. It promised to carry water to the nearest point to which it would flow from the existing reservoirs, and that has been done. This question of water for the Ridge was recently brought up in the Legislative Council and then full particulars were given of the terms under which the land was leased. The Government has promised to build a reservoir above this level and I have no doubt that it will carry out this promise, especially in view of the fact that this district is going to be opened up residentially. We cannot expect everything at once. Your correspondent can see a copy of the conditions of sale if he cares to call at my office or doubtless the P.W.D. would oblige him if he cared to call. When he talks about "a flagrant instance of the bad faith of the Government" it just shows that he wrote in total ignorance of his subject.

Since the road has been built and the houses erected the Gas Company has installed the gas (with which the road is lighted); the Electric Company has given us a cable; there has been proper drainage put in by the Drainage Department; and the Botanical and Forestry Department has planted many beautiful trees. We are not quite the benighted and neglected community "Ajax" would have people believe. When he speaks of expensive living and compares the residents of Broadwood Road with Peak residents he further shows ignorance, because he has failed to consider the very important question of rentals. If we have to pay conveyance hire for getting into town we get the benefit of our country surroundings.

There was so much that was false and misleading in what your correspondent wrote that I feel bound to make some public statement.

Yours, etc. C. E. WARREN.
Hongkong, July 2, 1920.

try and his election, if such a thing were possible, would turn the White House over to those who defy the government and hold law in contempt. There is no likelihood of his nomination and no chance of his election if nominated, but why should any man whose nomination would insult the nation? For the triumph of prohibition is a triumph of the nation's conscience."

NOTICES.

DAIRY FARM NEWS.

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NEW SHIPMENT EX S.S. "CARDIGANSHIRE"

Selected Fillets - 60 cents per lb.
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Selected Kippers - 40 cents per lb.
Red Herrings - 30 cents per lb.

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CHRISTIAN SCIENTIST GUILTY OF MANSLAUGHTER.

New York, May 5.—A trial at Newark (New Jersey) which has excited national attention ended last night in a verdict of guilty of manslaughter against Andrew Walker, a Christian Scientist, for failing to provide proper medical treatment for his eight-year-old daughter, Dorothy, who died of diphtheria. Mrs. Walker was acquitted on the ground that she was not the head of the household. The Court was crowded with Christian Scientists, who will assist Walker financially in appealing against the decision.

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Monteagle	Aug. 12	Sept. 5
Empress of Russia	Aug. 26	Sept. 13
Empress of Japan	Sept. 14	Oct. 5
Empress of Asia	Sept. 23	Oct. 11
Monteagle	Oct. 21	Nov. 8
Empress of Russia	Oct. 26	Nov. 19
Empress of Japan	Nov. 9	Nov. 30
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Empress of Russia	Dec. 15	Jan. 3

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Amalan M.	O. S. K.	July 3
E. of Russia	C. P. O. S.	July 4
Aberdeen	A. L.	July 4
Katori M.	N. Y. K.	July 4
Kashima M.	N. Y. K.	July 4
Mattawa	C. P. O. S.	July 5
Deucalion	B. L.	July 5
Madras	P. & O.	July 6
Arcturus	S. & D.	July 6
Persia M.	T. E. K.	July 6
E. Trad er.	S. & D.	July 7
Arizona M.	O. S. K.	July 7
Canibas	S. & D.	July 8
Kawachi M.	N. Y. K.	July 10
Endicott	P. S. Co.	July 10
Hilgho	R. D. Co.	July 10
West Ira	R. D. Co.	July 10
West Harts	R. D. Co.	July 10
Tashima M.	N. Y. K.	July 10
Lake Onawa	R. D. Co.	July 10
Lake Farrar	R. D. Co.	July 10
Himalaya M.	O. S. K.	July 11
Persia	D. & C.	July 11
Kamo M.	N. Y. K.	July 13
Amazon M.	O. S. K.	July 13
Changsha	B. & S.	July 13
Colorado S.	S. & D.	July 15
Maquan	F. W. Co.	July 15
Wheatland	P. S. Co.	July 15
West Calera	P. M. Co.	July 15
Himalaya M.	O. S. K.	July 15
Keketticut	P. M. Co.	July 15
Hassayampa	P. M. Co.	July 15
Alta M.	O. S. K.	July 17
Burma M.	O. S. K.	July 18
Tokushima M.	N. Y. K.	July 19
Kathlanba	B. L.	July 20
St. Albans	P. & O.	July 20
Kaisho M.	T. E. K.	July 20
E. of Japan	C. P. O. S.	July 20
Tokiwa M.	N. Y. K.	July 21
Devanha	P. & O.	July 21
Nikko M.	N. Y. K.	July 21
China	C. M. Co.	July 22
Iyo M.	N. Y. K.	July 23
Pawlet	P. S. Co.	July 26
Elridge	P. S. Co.	July 26
City of Oran	B. L.	July 27
West Montop	L. A. Co.	July 27
Lahore	P. & O.	July 28
E. of Asia	C. P. O. S.	July 29
Lowther	C. D. & Co.	July 29
West Ivan	F. W. Co.	July 30
Siam M.	O. S. K.	B. Aug.
Grace D.	R. D. Co.	Aug. 3

JAPAN, COAST PORTS, ETC.

Wingsang	J. M. Co.	July 3
Chakrang	J. M. Co.	July 3
Yingchow	B. & S.	July 3
Choyang	J. M. Co.	July 4
Amakusa M.	O. S. K.	July 4
Yotorofu M.	N. Y. K.	July 5
Delwara	P. & O.	July 5
Bauri M.	D. & C.	July 5
Hailoong	D. L. Co.	July 6
Kumsang	J. M. Co.	July 6
Linan	B. & S.	July 6
L. Fielding	P. M. Co.	July 7
Sinkiang	B. & S.	July 8
Hopaog	J. M. Co.	July 8
Tuning	B. & S.	July 9
Hailong	D. L. Co.	July 9
Hinsang	J. M. Co.	July 10
Chenao	B. & S.	July 10
Siam M.	O. S. K.	July 11
Mororan M.	N. Y. K.	July 11
Tenshin M.	N. Y. K.	July 11
Kalyan	P. & O.	July 13
Haiching	D. L. Co.	July 13
Tpsalak	J. C. J. L.	July 16
Burma M.	O. S. K.	July 18
Tjmanoeek	J. C. J. L.	July 19
Aki M.	N. Y. K.	July 21
Tjihiwong	J. C. J. L.	July 24
Shinyo M.	N. Y. K.	TE. July
Penang M.	N. Y. K.	B. Aug.

PACIFIC SHIPPING.

C.P.O.S.

SAILINGS
HONGKONG TO VANCOUVER

(via Shanghai, Nagasaki (Yokohama) Kobe & Yokohama)

FROM	DATE	DUK
STEAMERS, HONGKONG, VANCOUVER		
Empress of Russia	July 4	July 19
Empress of Japan	July 20	Aug. 10
Empress of Asia	July 29	Aug. 16
Monteagle	Aug. 12	Sept. 5
Empress of Russia	Aug. 26	Sept. 13
Empress of Japan	Sept. 14	Oct. 5
Empress of Asia	Sept. 23	Oct. 11
Monteagle	Oct. 21	Nov. 8
Empress of Russia	Oct. 26	Nov. 19
Empress of Japan	Nov. 9	Nov. 30
Empress of Asia	Nov. 18	Dec. 6
Empress of Russia	Dec. 15	Jan. 3

HONGKONG OFFICE

CANADIAN PACIFIC
OCEAN SERVICES

ADMIRAL LINE

TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U.S. Shipping Board Steamers

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Call at Shanghai and Kobe)

"ENDICOTT"	About July 10	"ELDRIDGE"	About July 27
"WHEATLAND"	July 15	"ELKTON"	Aug. 10

For PORTLAND direct.

(Call at Shanghai and Kobe)

"ABERDEEN"	About July 11th
"PAWLET"	July 25th

Through Bills of Lading issued to Overland Common Points

FOR FREIGHT AND PARTICULARS APPLY TO

THE ADMIRAL LINE

Telephone 2411 & 2478 5th Floor, Hotel Mansions

SERVICE TO UNITED STATES.

NEW YORK and/or BOSTON

Via PANAMA.

S.S. "KEKETTICUT"

ABOUT MIDDLE OF JULY.

For freight space and particulars apply to—

BARBER STEAMSHIP LINES INC.,

THE ADMIRAL LINE

AGENTS.

Telephones 2477 & 2478 5th floor

Hotel Mansions.

LOS ANGELES PACIFIC NAVIGATION CO.

TRANS-PACIFIC FREIGHT SERVICE.
HONGKONG

LOS ANGELES, CALIFORNIA, U. S. A.

Due Inwards	About	Sailing	About
S.S. WEST MONTOP	July 25	S.S. WEST MONTOP	July 28
S.S. WEST HIKI	Aug. 20	S.S. WEST HIKI	Aug. 23
S.S. VINITA	Sept. 12	S.S. VINITA	Sept. 15
S.S. WEST HIXTON	Oct. 7	S.S. WEST HIXTON	Oct. 10

Through Bills of Lading to all U.S. and CANADIAN OVER-

LAND PORTS. No transshipment en route.

Shipside connection with the Saltlake, Santa Fe and Southern

Pacific Railroads.

HEAD OFFICES: HONGKONG OFFICE:

LOS ANGELES, CAL: Prince's Building, Chater Road,

BRANCH OFFICE: Telephone No. 1052.

Kobe, Shanghai, CHAS. E. RICHARDSON,

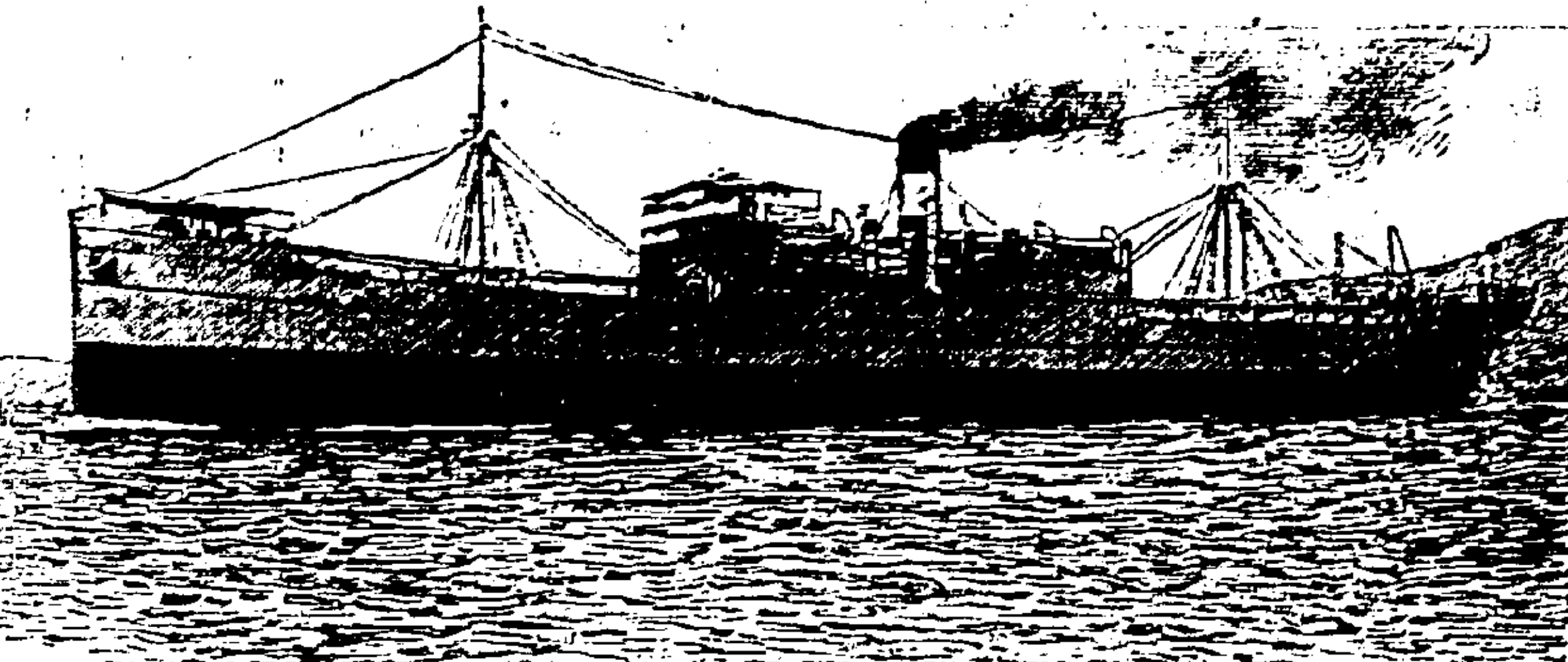
MANILA, SINGAPORE. General Agent for South China.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

Codes Used: A1: A.B.C. Fifth Edition Engineering, First and Second Edition;
Western Union and Watkins

Lock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers.
Iron and Brass Founders, Forge Masters, Electricians



S.S. "AMBATIELOS" (ex "WAR TROOPER") 8,240 tons D.W.: 5,195 ton gross

Built and engined by The Hongkong & Whampoa Dock Co., Ltd.,
to the order of the British Government.

Please Address Enquiries to the Chief Manager

R. M. DYER, B.Sc., M.I.N.A., KOWLOON DOCK, HONGKONG.

Shipping to Europe, Australia, and other Ports.

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND)

TO
STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND
& QUEENSLAND PORTS, RED SEA,
EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
DEVANHA LAHORE	8,100	21st July.	Singapore, Penang, Colombo, Bombay, Port Said, Marseilles and London.
	8,200	28th July.	

BRITISH INDIA-APCAR SAILINGS (South)

MADRAS	8,900	6th July.	Calcutta via Singapore, Penang & Rangoon.
		1 p.m.	

EASTERN & AUSTRALIAN SAILINGS (South)

ST. ALBANS EASTERN	4,500	20th July.	Mythourosia, Sandakan, Thursday Island, Cairns, Townsville, Brisbane and Sydney.
	4,000	20th Aug.	

SAILINGS TO SHANGHAI & JAPAN.

DILWARA KALYAN	5,400	5 July, noon	Shanghai only.
	9,000	13th July.	Shanghai & Japan.

WIRELESS ON ALL STEAMERS.

Passenger Messing not more than 21/6. A.T.C. will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to

MACKINNON, MACKENZIE & CO.

22, Des Vieux Road Central. Agents.

N. Y. K.

NIPPON YUSEN KAISHA

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Shanghai & Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern.

Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

KATORI M. (Calling Manila) Sun. 4th July, at 11 a.m.

TOYOHASHI M. (Calling Manila & K'lung) Sun. 13th Aug. at 11 a.m.

KASHIMA M. (Calling Manila & K'lung) Mon. 16th Aug. at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said & Marseilles.

KAMU MARU Tue. 13th July, at noon.

IYO MARU Wed. 22d July, at noon.

HAMBURG, LONDON & ANTWERP via Java, Singapore, Colombo, Suez and Port Said.

TSUSHIMA MARU Saturday, 10th July.

LIVERPOOL & MARSEILLES via Suez, C'ho, Suez & Port Said.

TOKUSHIMA MARU Monday, 19th July.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

NIEKO MARU Wednesday, 21st July, at 11 a.m.

AKI MARU Wednesday, 18th Aug. at 11 a.m.

NEW YORK via the Suez Canal.

TOKIWA MARU Wednesday, 21st July.

SOUTH AMERICAN PORTS via Cape.

KAWACHI MARU Saturday, 10th July.

BOMBAY & COLOMBO via Singapore.

YETOROFU MARU Monday, 5th July.

SHINYO MARU End of July.

CALCUTTA & RANGOON via Singapore & Penang.

PENANG MARU Beginning of August.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

AKI MARU Wednesday, 21st July, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

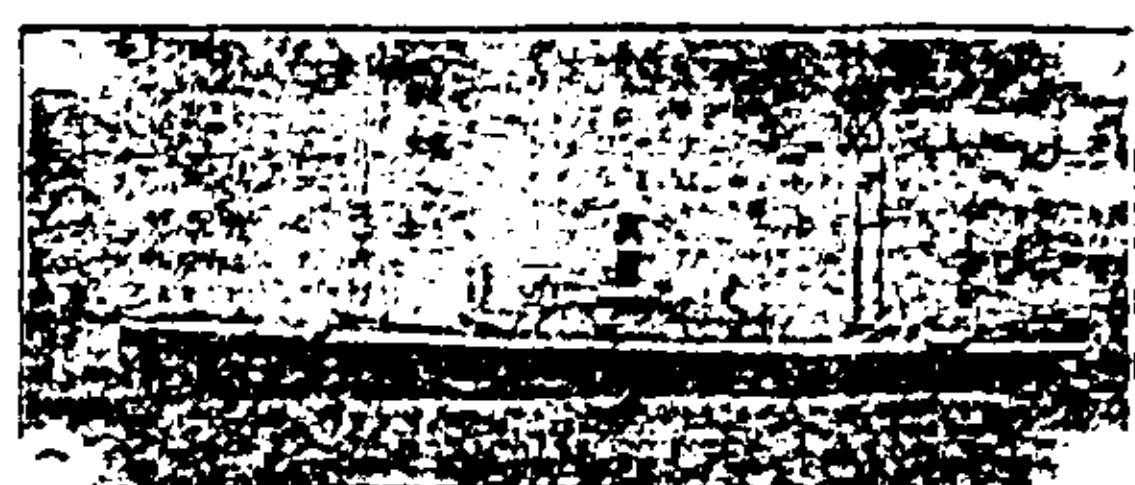
MURORAN MARU Sunday, 11th July.

TENSIN MARU Sunday, 11th July.

For further information apply to—NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293. S. YASUDA, Manager.

JAVA-CHINA-JAPAN LIJN.



Regular-Fornightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on	Will leave on	For
Tjisalak	Java	13th July	19th July	Japan.
Tjmanoeck	Japan	16th July	19th July	Java.
Tjilawa	Java	19th July	24th July	Shanghai.

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

ALSO OPERATING

JAVA PACIFIC LIJN.

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Telephone No. 1574. York Buildings.

Shipping to Europe, Australia, (and other Ports).

O. S. K.

OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly

direct service via Singapore and Port Said.

"HIMALAYA MARU" (Call Marseilles) Sunday, 11th July.

"ALPS MARU" 7th September.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and

Cape Town via Singapore.

"MEXICO MARU" 8th August.

"CHICAGO MARU" 14th September.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore

"BURMA MARU" about Sunday, 18th July.

"SIAM MARU" Beg. of August.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly Service.

SYDNEY & MELBOURNE—Monthly service taking cargo to

New Zealand and Pacific Islands.

"KOSOKU MARU" Thursday, 27th July.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Regular fort-

nightly service touching at intermediate ports in Japan

and taking cargo to overland points U.S. in connection

with Chicago MILWAUKEE & ST. PAUL RAILWAY.

"ARIZONA MARU" Sunday, 11th July.

NEW YORK—Regular monthly service via Japan ports, San

Francisco, Panama and Cuban Ports.

"AMAZON MARU" Thursday, 13th July.

"ALTAI MARU" Saturday, 17th July.

JAPAN PORTS—Mojji, Kobe, Yokkaichi & Yokohama.

"SIAM MARU" Sunday, 11th July.

KEELUNG via SWATOW & AMOY—These steamers have

excellent accommodation for 1st and 2nd class saloon

passengers and will arrive at and depart from the O. S. K.

wharf, near the Harbour Office.

"AMAKUSA MARU" Sunday, 4th July.

TAKAO via SWATOW & AMOY. Thursday, 15th July.

"SUSHU MARU" Thursday, 15th July.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745. No. 1, Queen's Building.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.

SAILING (SUBJECT TO ALTERATION).

Steamer. Arrives Hongkong. Leaves Hongkong.

CHANGSHA 10th July. 14th July.

TAIYUAN 21st Aug. 28th Aug.

This steamer is fitted with Refrigerating machinery, ensuring

a plentiful supply of ice, fresh provisions etc., and has superior

accommodation with Electric Light throughout and Electric Fans in

the State-rooms. A duly qualified Doctor is carried. Reduced Rates.

Cargo booked through to all Australian, New Zealand and Tas-

manian ports.

For Freight and Passage apply to

Butterfield & Swire.

Telephone No. 36. Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS.

UNITED KINGDOM AND CONTINENT.

For LONDON & HAMBURG "KATHLAMBA" 15th July.

For particulars of sailings shippers are requested to approach

the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.,

or to REISS & Co. Canton General Agents.

DODWELL & CO., LTD.

STEAMSHIP SERVICES.

Regular Sailings to NEW YORK.

NEW YORK

S.S. "LOWTHER CASTLE"

about End of July.

LLOYD TRIESTINO.

FOR SHANGHAI & YOKOHAMA.

S.S. "PILSNA" on or about 10th July.

S.S. "LINSBRUCK" on or about 4th August.

BRINDISI, VENICE & TRIESTE.

TAKING CARGO ON THROUGH BILLING TO

LEVANT, BLACK SEA & DANUBE PORTS

VIA SINGAPORE, PENANG & COLOMBO.

S.S. "PILSNA" on or about 12th August.

S.S. "LINSBRUCK" on or about 16th September.

NANYO YUSEN KAISHA LTD.

(SOUTH SEA MAIL S.S. CO.)

Regular services between

JAPAN, HONGKONG & JAVA.

For JAPAN, "BANRI MARU"

Sailing on or about 5th July.

For JAVA, "SAMARANG"

Sailing on or about 13th July.

OCEAN TRANSPORT CO., LTD.

(TAITO KAIJUN KAISHA)

Steamship services Trans-Pacific

also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

Taking cargo on through Bills of Lading to South African ports, with transshipment at Calcutta, in conjunction with the Indo-China S.N. Co. Ltd., and Apar Lines.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.

COASTAL SHIPPING

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination Steamer Sailing

MANILA Wingsang Sat. 3rd July at 3 p.m.

SINGAPORE & Penang Chaksang Sat. 3rd July at 3 p.m.

S'hai & T'au via S'ow Choyssang Sun. 4th July at 4 light.

STRAITS & Calcutta Kumsang Tues. 6th July at 3 p.m.

SHANGHAI Hopsang Tues. 8th July at 4 light.

SANDAKAN Hingsang Sat. 10th July at noon.

CALCUTTA LINE—This Line now affords regular sailings to

Calcutta, Penang and Singapore; Returning from Calcutta

steamers proceed via Straits and Hongkong to Japan.

occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted

with Electric Light & Fans and carry a fully qualified Surgeon.

SHANGHAI LINE—Sailings approximately every five days between

Canton and Shanghai, sometimes calling at Swatow. Through

tickets can be obtained and through Bills of Lading are issued

all to Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by

vessels with good passengers accommodation, sailings from

both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers

and cargo, calling at Haiphong when inducement offers.

BORNEO LINE—One sailing per month between Hongkong and

Sandakan by a steamer having up-to-date accommodation

for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton,

Labuan, Tawao and Lahad Dato.

TIENTSIN LINE—A regular service is run from March to Nov

between Hongkong & Tientsin calling at Waikwei & Chefoo.

CALCUTTA LINE.

S.S. "CHAKSANG" will be despatched on or about July 3rd, for SINGAPORE and PENANG.

S.S. "KUMSANG" will be despatched on or about July 6th, for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM, MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For Steamers To Sail

AMOY & SHANGHAI Hoihow 6th July at 4 light.

SWATOW & BANGKOK Linan 6th July at 11 a.m.

SHANGHAI Sintang 8th July at noon.

MANILA, CEBU & ILOILO Taming 9th July at 3 p.m.

SHANGHAI & TSINGTAO Chenan 10th July at 4 p.m.

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO.

Excellent Saloon, accommodation, amusements. Electric Light and

Fans in Saloon and State-rooms. Regular schedule service between

Canton, Hongkong and Shanghai (three weekly) and Tsingtao

(weekly), taking Cargo on through Bills of Lading to all Yangtze,

and Northern China Ports. Passengers are landed in Shanghai,

avoiding the inconvenience of transshipment at Woonung.

BANGKOK LINE—Weekly service to and from B'kok via S'ow.

For Freight or Passage apply to

BUTTERFIELD & SWIRE,

Agents.

Telephone No. 36.

Hongkong July, 3, 1920.

DOUGLAS STEAMSHIP CO., LD

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having

good accommodation for First Class Passengers. Electric Light and

Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 days.)

Steamships Captain Leaving

Hailong J. S. Thomson TUES. 6th July at 2 p.m.

Hailong W. C. Passmore FRI. 9th July at 2 p.m.

Hailong A. H. Stewart TUES. 13th July at 2 p.m.

Arrivals and Departures from the Co's Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Laprak & Co.,

General Managers.

PACIFIC SHIPPING.

NEW YORK DIRECT.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd., & Calmar Mutual S. S. Co., Ltd.)

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong.

"DEUCALION" via Suez 7th July.

"CITY OF ORAN" via Suez 27th July.

"PAKING" via Suez 6th Aug.

"SINGCHOW" via Suez 6th Sept.

Calls also at Boston.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For Freight and particulars apply to

BUTTERFIELD & SWIRE OR THE BANK LINE, LD, HONGKONG.

HONGKONG & CANTON REISS & Co. CANTON.

MOVEMENTS OF STEAMERS.

The N.Y.K. s.s. TENSIN M. (Bombay Line) left Bombay for this port via Singapore, on the 21st June, and is expected here on the 10th July.

The N.Y.K. s.s. MURORAN M. (Calcutta Line) left Calcutta for this port via Singapore on the 22nd June, and is expected here on the 10th July.

The N.Y.K. s.s. SHIDZUOKA M. (European Line) left London for this port via Suez on the 3th June, and is expected here on the 13th July.

The T.K. K. s.s. KOREA M. arrived at Yokohama on the 25th instant, and sailed 28th instant in accordance with schedule, being due at Hongkong July 5th.

The N.Y.K. s.s. KAGA M. (European Line) left London for this port via Suez, on the 19th June, and is expected here on the 29th July.

TO-DAY'S PICTURES.



SIR HUGO CUNLIFF.

A recent snapshot of the British tobacco magnate and his wife.



PEGGY O'NEILL.

who is making a big hit in "The Next Best Thing" at the Savoy.



POET AS LECTURER.

W. B. Yeats, the noted poet, and his wife, who recently commenced a three months' lecture tour through the United States.



A NEW FASHION.

This Chicago lady wears her watch just below the knee!



GIRL SENTENCED.

Above is seen Ursula Broderick, a 19-year old girl, who has been sentenced to ten years' imprisonment for shooting her stepfather, in defence of her stepfather, with whom she is seen above in an ante-room in Court.



MRS. COX.

wife of Governor Cox, of Ohio, who is one of the Democratic candidates for the Presidency.



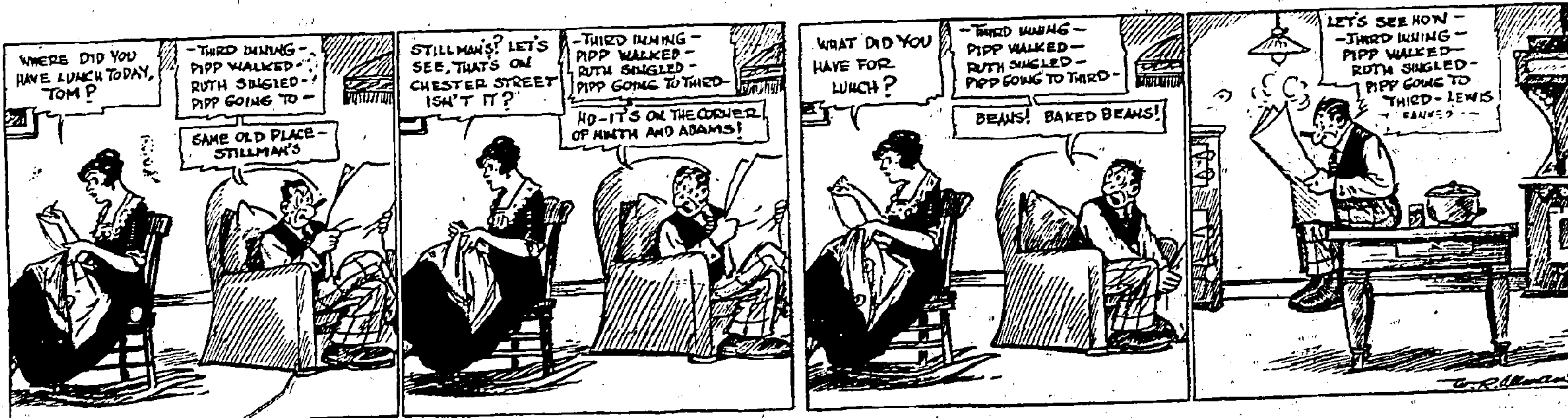
MRS. McADOO.

daughter of President Wilson. Her husband is also mentioned as a presidential candidate.

DOINGS OF THE DUFFS

Interrupted With a Man on Third.

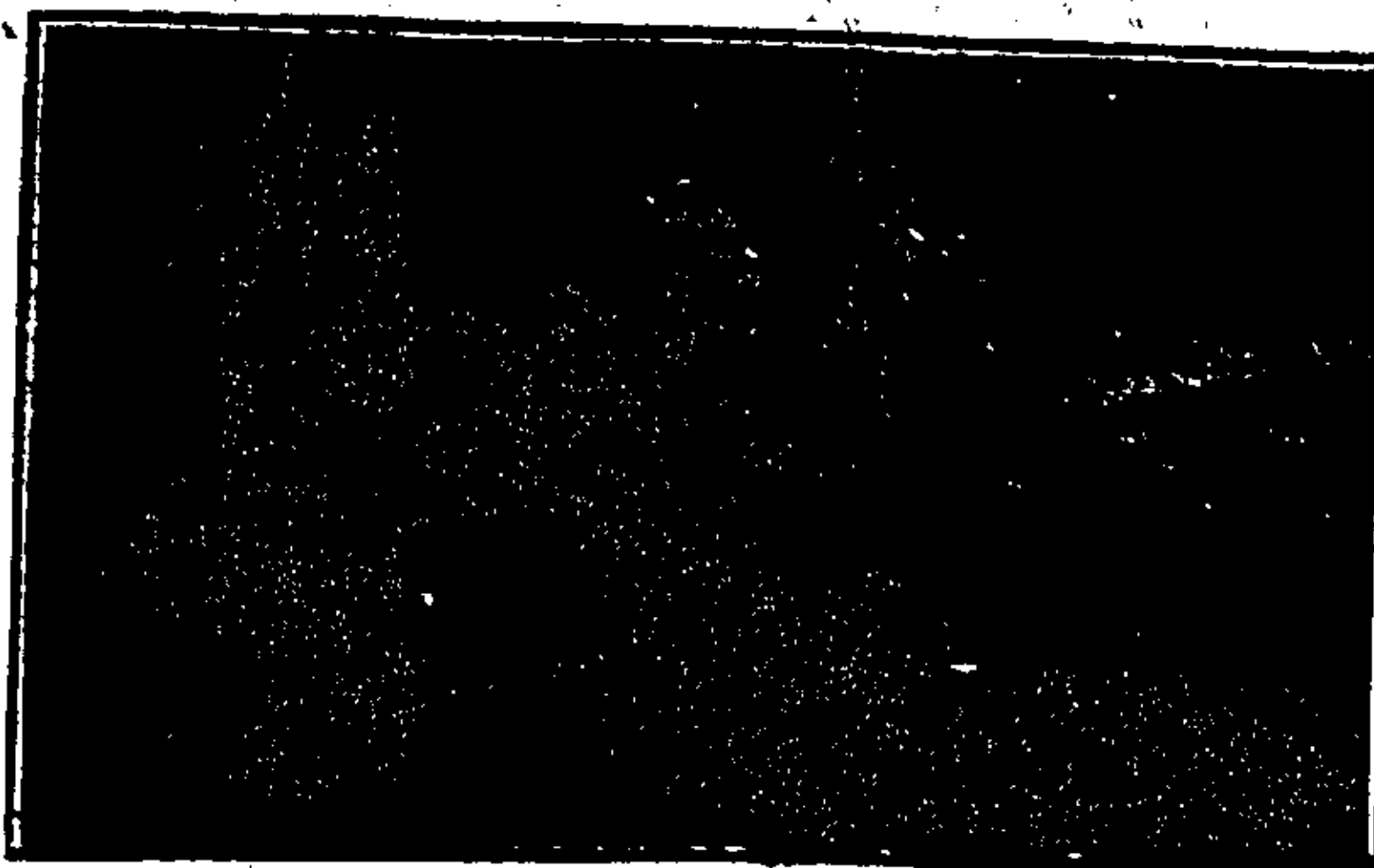
BY ALLMAN



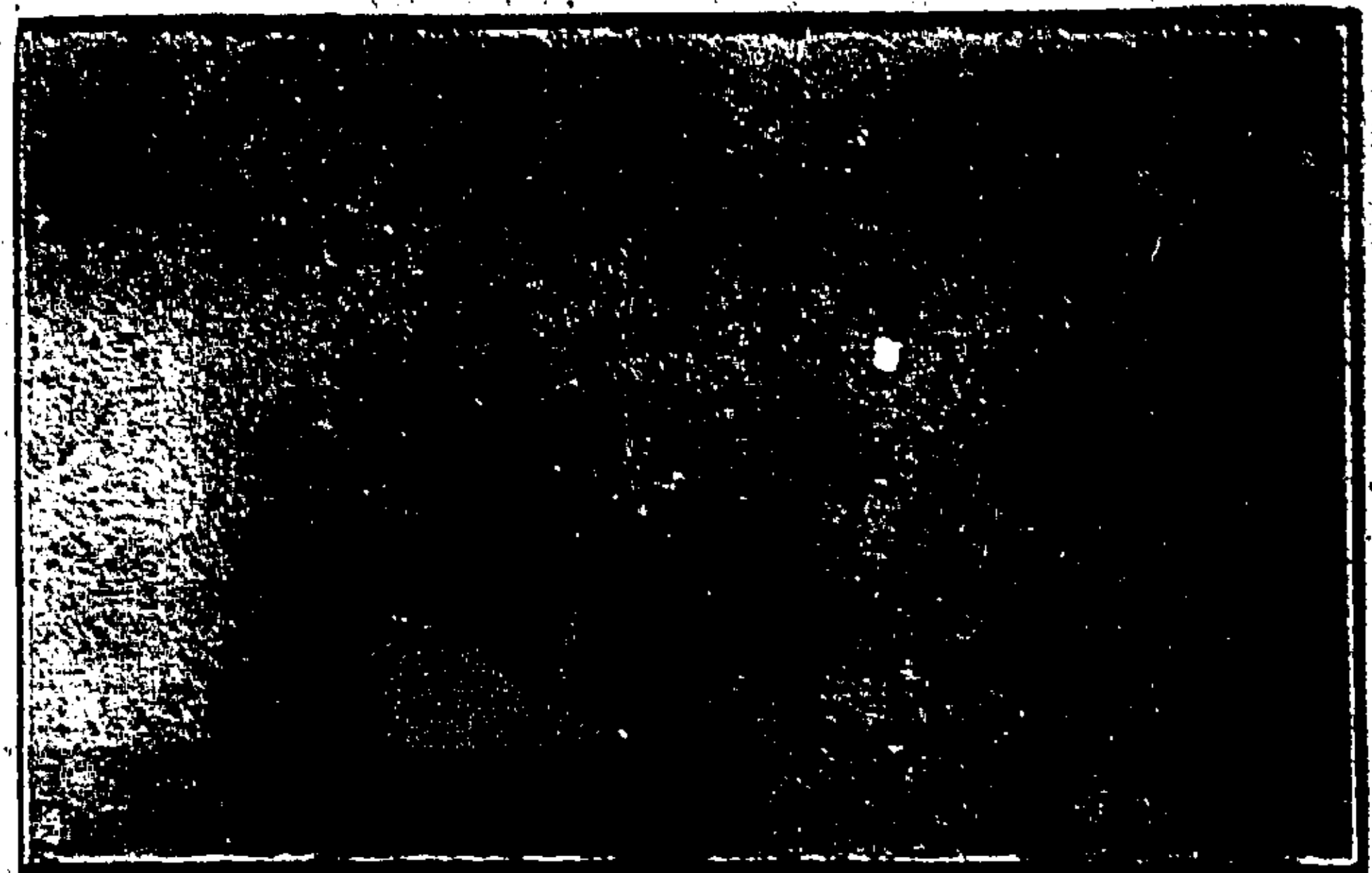
PICTORIAL SUPPLEMENT.



The s.s. Fausang stranded on Hainan Reef, off Hainan Head.



The s.s. Fausang as she appeared three days after she stranded, with her back broken.



The s.s. Fausang, photographed twenty-four hours after she stranded.

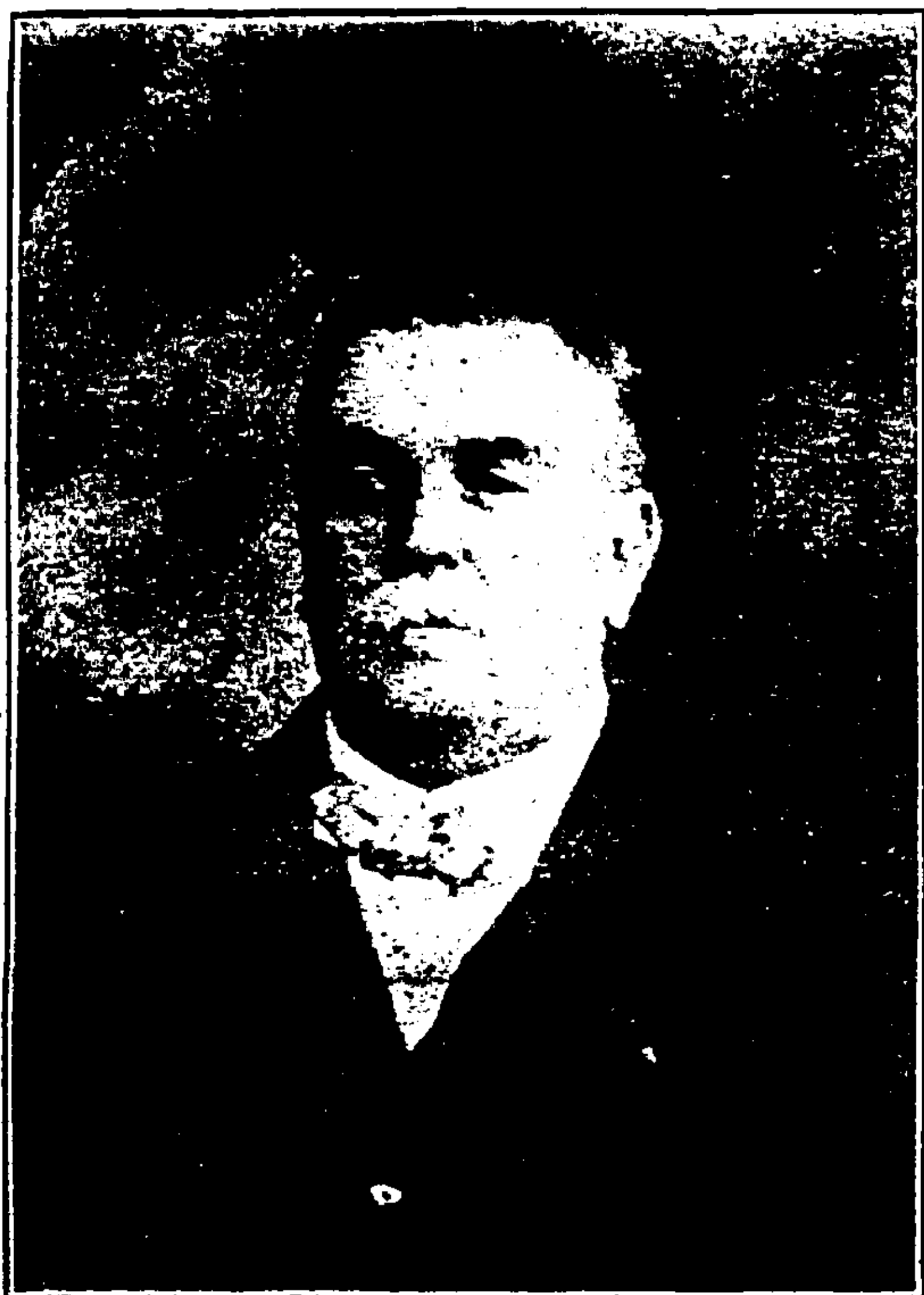


Photo: Mac Chong.

The late Mr. A. G. Gordon.



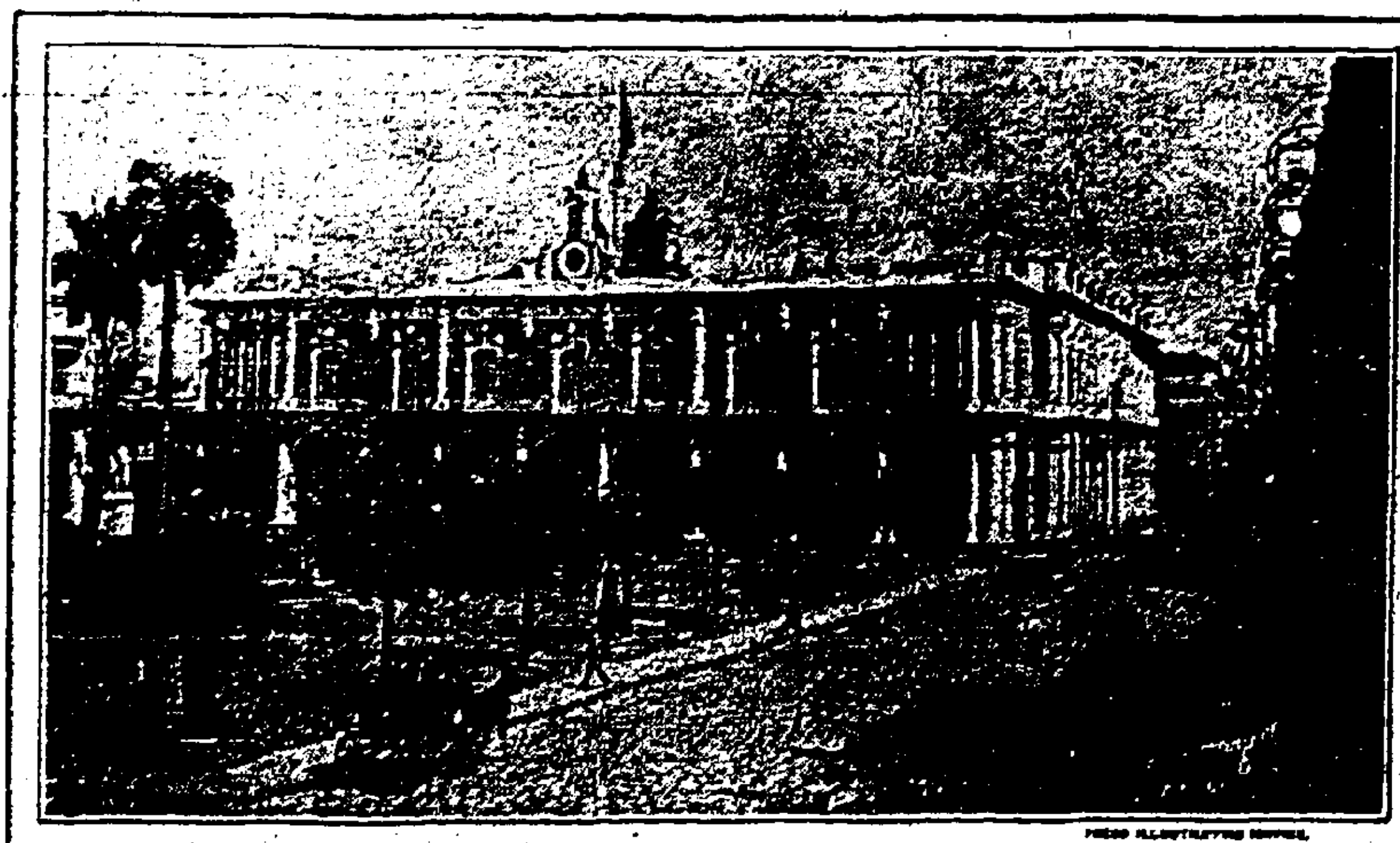
Photo: Tientin Press.

Group of Chinese athletes, everyone of whom is the champion of his country in his special event. Some of these men will participate in the Olympic Games at Antwerp.



Photo: Tientin Press.

General Ting, of the Chinese Aviation Department, and his staff.



HAVANA CUBA.

Street scene in the City of Havana, which, according to all reports, will be a gay place when prohibition finally becomes a reality, this being the nearest "wet" spot to the United States.

SHIPPING.

AMERICAN EXPRESS COMPANY.

BANKERS AND FORWARDERS.

ESTABLISHED—1841.

HEAD OFFICE—65 BROADWAY, NEW YORK.
CAPITAL AND SURPLUS—U. S. \$25,000,000.
LONDON OFFICES—84, QUEEN STREET, E. C.
& Haymarket, S. W.
11, Finsbury Street, S. W.

Branches & Agencies—throughout the world.
General Banking and Foreign Exchange.
We maintain Foreign Trade and Travel Bureaus.
American Business a Specialty.

THE ADMIRAL LINE

Freight Service to Europe.

Regular Service to

ANTWERP & ROTTERDAM.

S.S. "HASSAYAMPA"

SAILING WEEKLY.

For freight space and particulars apply to

BARBER STEAMSHIP LINES INC.,
THE ADMIRAL LINE

Telephones
2477 & 2478

Hotel Mansions
Hotel Mansions

CANADIAN PACIFIC OCEAN SERVICES,
LIMITED.

FOR VICTORIA AND VANCOUVER, B.C. VIA
SHANGHAI NAGASAKI KOBE & YOKOHAMA.

S. S. "MATTAWA"

WILL SAIL FROM HONGKONG

AT DAYLIGHT, 5th JULY.

Through Bills of Lading issued to Canadian and

U. S. overland points.

For freight apply to

P. A. COX,

Acting General Agent.

C. P. O. S. Ltd.

BLIND MARCHERS IN LONDON.

BIG TRAFALGAR SQUARE
DEMONSTRATION.

Two hundred and fifty blind men, tired, travel-stained and footsore, but marvellously cheerful, marched to London in April from Leeds, Manchester, and Newport (Monmouthshire), to appeal to the Prime Minister for better treatment for sightless men.

To the outward view these blind men were a most pathetic sight, but as soon as one spoke to them one found that they were more than the proverbial blindness of the blind. The last stages of the disease had obviously been strain to many. Some were worn out that they had helped along the last two days. A few were grey-haired, but no means vile but the company finished up the old Army marching in London took them to its heart, and there were some demonstrative women who hugged them in the streets.

Joined by other blind men, and sympathisers from all parts of London, they marched to Trafalgar-square. A Daily News representative who talked with several of them found that they were tired about the many journeys they had received on their journey, rather than of the fatigue of the way.

"We have been nearly three weeks on our travels," said one of the men. "It is no use pretending it was a pleasant experience, but we felt that something almost desperate had to be done to draw the attention of the Government to our case. There was one thing that cheered us all the way and lightened the darkest day, and that was the touching friendliness of the people whom we met on the road. Contagious would run to their gates to give us refreshment as we passed, and passengers would stand up and cheer us from the tops of trams and buses. Householders have often made great personal sacrifices to give us adequate lodging."

"All we want now is that the Premier shall receive a deputation. The Trafalgar Square demonstration was very largely attended, and a resolution demanding that the Government should put its pledges on behalf of the blind into immediate effect was unanimously carried. Mr. Herbert Morrison, secretary of the London Labour Party, said they demanded that blind people who could work should be provided with work at a standard rate of pay, and that those who could not work should not have to be dependent on charity. That was why they demanded that local authorities should set up municipal workshops for the blind. Mr. Ben Purns, president of the National League of the

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.

The following Unclaimed Telegrams are lying here—
Rostia, from Yokohama.
Cetrucha Stan or Africa Cable, H. from Vladivostok.
Anne, from Shanghai.
Walter Bomer, Carlton Hotel, from Shanghai.
M28, from Shanghai.
Youngkannan, Leehing No. 1, from Shanghai.
Yuhung, from Shanghai.
Kwangsinglong, from Amoy.
Arthur Nielson Co., from Kobe.
Lee Bros, from Kobe.
Kifonghong Wenyekai, from Shanghai.
Kwarliangset, from Amoy.
Wingtunglong, from Shanghai.
Shinkai, 82 Stanton Street 2nd Floor, from Amoy.
R. C. Wilson, Sailors Home, from Shanghai.
Shinkai, from Kobe.
Homer, from Amoy.

N. LENO

Act. Superintendent.

Hongkong, July 1, 1920.

EASTERN EXTENSION AUSTRALASIAN CHINA TELEGRAPH CO., LTD.

Standard from London.

M. E. F. A. J. REY,

Superintendent.

Hongkong, July 1, 1920.

WATER RETURN.

Level and Storage of water in Reservoirs on June 1, 1920.

CITY AND HILL DISTRICT WATER WORKS LEVEL.

Reservoir	Level	Storage
Victoria	100.00	100.00
Queen's	100.00	100.00
Prince of Wales	100.00	100.00
St. James	100.00	100.00
St. George	100.00	100.00
St. Andrew	100.00	100.00
St. David	100.00	100.00
St. John	100.00	100.00
St. Peter	100.00	100.00
St. Paul	100.00	100.00
St. Mary	100.00	100.00
St. Elizabeth	100.00	100.00
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St. Barbara	100.00	100.00
St. Ursula	100.00	100.00
St. Lucia	100.00	100.00
St. Simon	100.00	100.00
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St. Luke	100.00	100.00
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St. John the Evangelist	100.00	100.00
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St. Andrew the Apostle	100.00	100.00
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St. John the Evangelist	100.00	100.00
St. Paul the Apostle	100.00	100.00
St. Peter the Apostle	100.00	100.00
St. Andrew the Apostle	100.00	100.00
St. David the Apostle	100.00	100.00

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

Reservoir	Level	Storage
Victoria	100.00	100.00
Queen's	100.00	100.00
Prince of Wales	100.00	100.00
St. James	100.00	100.00
St. George	100.00	100.00
St. Andrew	100.00	100.00
St. David	100.00	100.00
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St. Andrew the Apostle	100.00	100.00
St. David the Apostle	100.00	100.00

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

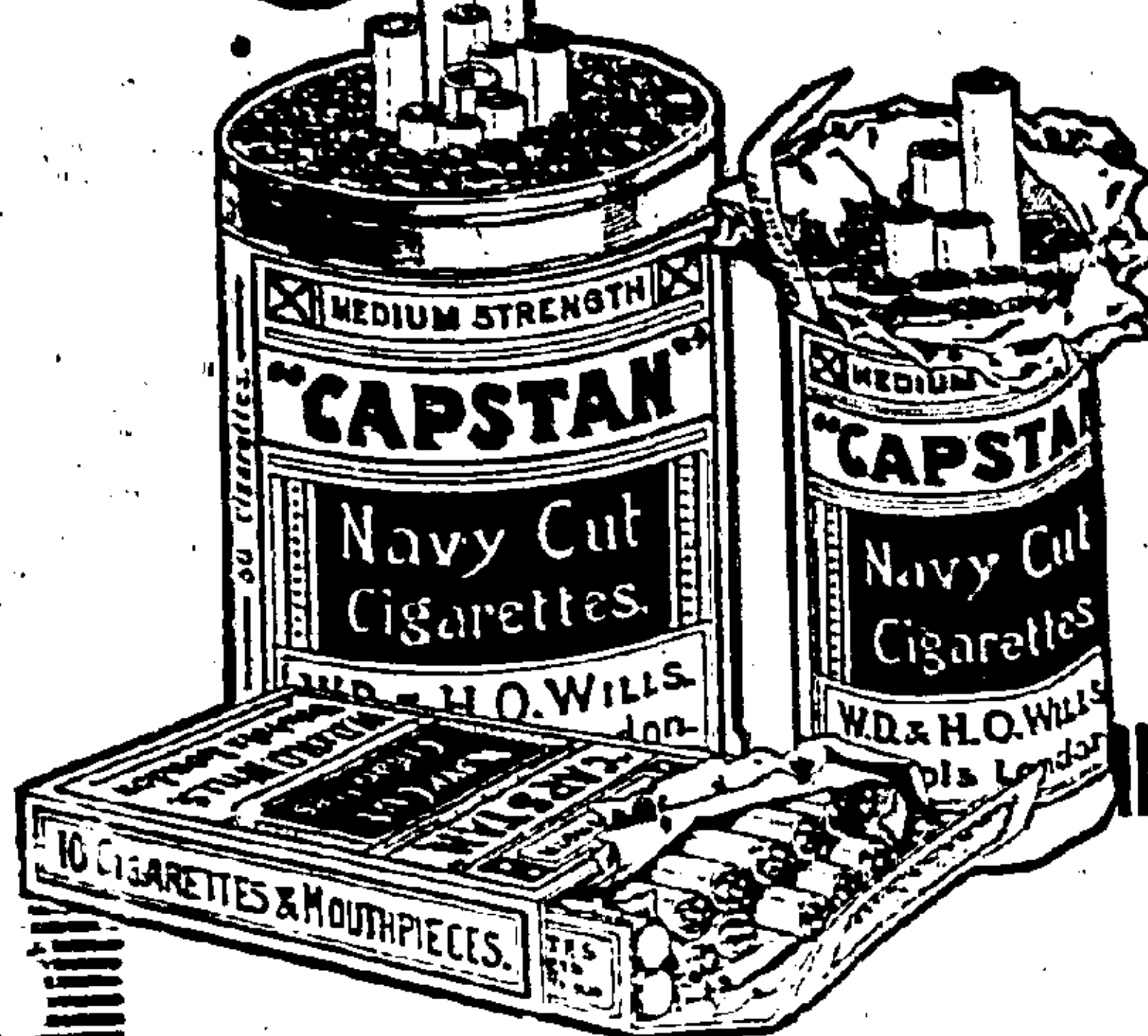
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St. Catherine	100.00	100.00
St. Barbara	100.00	100.00
St. Ursula	100.00	100.00
St. Lucia	100.00	100.00

NOTICES.

"CAPSTAN"



Navy Cut Cigarettes

"CAPSTAN" Tobacco for the Pipe

Sold in Packets of
10 and 20
And in Tins of
'50 Cigarettes.

ALSO
MAGNUMS in airtight tins of 50.

TO-DAY'S SHARE QUOTATIONS.

OFFICIAL PRICES.	
— Banks.	
H.K. & S. Banks sa.	670
Marine Insurance.	
Canton	395
North China	160
Yantai	195
Yantai	225
Far Eastern	17 1/2
Fire Insurance.	
China Fire	123
H. K. Fire	310
Shipping.	
Douglas	85
H.K. Steamboat	23 1/2
Indos (Prof.)	18
Indos (Def.) L. R.	235
Shells	140
Ferries	28 1/2
Refineries.	
Sugar	232
Malibona	56
Mining.	
Kailans	100
Langkai	18
Shanghai Loans	130
Shai Explorations	40
Rauha	27 1/2
Ural Caspian	27 1/2
Docks, Wharves, Godowns, &c.	
H.K. Wharves	149
K. Docks	132
Shai Docks	125
N. Engineering	140
Lands, Hotels & Buildings.	
Centrals	106 1/2
H.K. Hotels	124 1/2
L. Invest.	111
Hypothec Est.	7 1/2
K. Loan Lands	37
L. Reclamations	140
West Points	51
Cotton Mills.	
Ewas	575
Kung Yik	64
Loan Kung Howe	10
Oriental	1305
Shai Cottons	135
Yangtze Spools	735
Miscellaneous.	
Cement	735
China Bureau	8 n. 6 1/2
Do. Light old	710
China Providents	25
Dairy Farms	19 1/2
Electric H.K.	33
Electric Macao	24
Hongkong Ropes	6 1/2
Hk. Tramways	570
Peak Trans. old	70 cts.
Do. new	4 1/2
Steam Laundries	10
Steel Foundries	13 1/2
Water-works	590
Watsons	12
Wm. Powell	35
Wismans	35

EXCHANGE.

(Opening, Rate, closing Rate on Page 17.)

SELLING.

T/T	37 1/2
Demand	37 1/2
30 d/s	37 1/2
60 d/s	3/8
4 m/s	3/8 1/2
T/T Shanghai	Nom.
T/T Singapore	155
T/T Japan	137
T/T India	Nom.
Demand, India	Nom.
T/T San Francisco	71 1/2
& New York	71 1/2
T/T Batavia	186 1/2
T/T Marks	Nom.
T/T France	8.50
Demand, Paris	—

BUYING.

4 m/s L/C	3/9 1/2
4 m/s D/P	3/10 1/2
6 m/s L/C	3/10 1/2
30 d/s Sydney and Melbourne	3/10 1/2
30 d/s San Francisco & New York	73 1/2
4 m/s Marks	Nom.
4 m/s France	9.40
6 m/s France	9.50
Demand, Germany	71 1/2
Demand, New York	Nom.
T/T Bombay	Nom.
Demand, Bombay	Nom.
T/T Calcutta	Nom.
Demand, Calcutta	Nom.
Demand, Manila	157
Demand, Singapore	155
On Haiphong	Nom.
On Saigon	Nom.
On Bangkok	58
Sovereign	540 Nom.
Gold leaf per Tael	37.20
11/2 Silver, ready	51 1/2
forward	50
Bank of England rates	7 1/2
New York/London	395

SUBSIDIARY COINS.

H'kong 50 cts. pieces	\$1/5 dia.
10	\$1/4 dia.
5	\$1 dia.
Canton subcoins	\$1 1/5 dia.

NOTICES.

MITSUBISHI SHoji
KAISHA, LTD.

MITSUBISHI TRADING CO.,

COAL, GENERAL IMPORTS AND EXPORTS.

SOLE PROPRIETORS OF COAL MINES OF
YAMAGUCHI, OGI, MURAKAMI, KISHIDA,
YOSHIMIZU, KATO, KAWABATA, SATO,
SHIMIZU, IZAWA, KAWABATA, IZAWA,
AND OTSUKA.

Agents for SAKUKO COAL.

HEAD OFFICE, TOKYO.

BRANCHES AND REPRESENTATIVES:—
NAGASAKI, KARASU,
WAKAMATSU, MOJI, KURE, KOBE,
OSAKA, TSURUGA, NAGOYA,
YOKOHAMA, TOKYO, HAKODATE,
MURORAN, OTARU, VLADIVOSTOK,
PEKING, TIENTSIN, DAIKIN,
TSINGTAO, TIANJIN, HANKOW,
SHANGHAI, HONGKONG, CANTON,
MANILA, SINGAPORE, SOERABAYA,
LONDON, PARIS, NEW YORK &
SEATTLE.Cable Address:—"IWASAKISAL"
Codes:—A1, A.B.C. 5TH ED.
Western Union and Bentley.AGENCY FOR:—THE MITSUBISHI
MARINE AND FIRE INSURANCE CO.THE OSAKA MARINE & FIRE
INSURANCE CO.

For Particulars Apply to:—

S. KOMURA, Manager.

No. 14, Pedder Street Hongkong

TIDE TABLE.

23rd June to 4th July 1920.

Time	High Water	Low Water	Time	High Water	Low Water
Mon. 23	7 15	6 5	Mon. 29	7 15	6 5
Tue. 24	7 25	6 15	Tue. 30	7 25	6 15
Wed. 25	7 35	6 25	Wed. 31	7 35	6 25
Thurs. 26	7 45	6 35	Thurs. 1	7 45	6 35
Fri. 27	7 55	6 45	Fri. 2	7 55	6 45
Sat. 28	8 05	6 55	Sat. 3	8 05	6 55
Sun. 29	8 15	7 05	Sun. 4	8 15	7 05

m. morning, a. afternoon.

WEATHER REPORT.

July 2d, 10h. 20m.—Local
signal No. 4 lowered.
July 2d, 12h. 00m.—Warning to
Hongkong and Philippi—A Ty-
phoon within 60 miles of Lat. 19°
N. Long. 113° E. direction W.N.W.July 2d, 12h. 15m.—No returns
from Japanese stations. Pressure
has increased slightly to moder-
ately over Formosa and N.
Luzon, and decreased slightly to
moderately elsewhere. The de-
pression or typhoon is situated
about 100 miles to the east of
Hainan, moving slowly W.N.W.Hongkong [Rainfall for the 24
hours ending at 10 a.m. to-day,
0.68 inch. Total since January
1st, 45.75 inches, against an
average of 40.04 inches.FORECAST FOR THE 24 HOURS
ENDING AT NOON TO-MORROW.District. Forecast.
E. & S.E.
1 Hongkong to Gap
Rock. strong;
moderately
cloudy;
squally;
rain.
The same
as No. 1.

2 Formosa Channel

3 South coast of
China between
H.K. & Hainan.4 South coast of
China between
H.K. & Hainan.C. W. JEFFRIES, Director.
H.K. Observatory, July 2.

1,400 STRIKE FOR ONE MAN.

Over 1,400 employees of Messrs.
S. Smith and Sons, engineers, of
Cricklewood, N. W. have come
out on strike over the dismissal
of a shop steward. Other branches
of the same firm threaten a
sympathetic strike unless the
man is reinstated.

POST OFFICE.

Telegraphic Communication
with Wagon Lighthouse is
interrupted.Registered and Parcel Mails are
closed 15 minutes earlier than the
time given below unless other-
wise stated, and where mails are
advertised to close at or before
9 a.m., registered and parcel mails
are closed at 5 p.m. on the pre-
vious day.

INWARD MAILS.

Japan—Per YETOROFU M. 4th
July.
Straits—Per LAHORE. 4th July.
Straits—Per DILWARA. 4th
July.
Japan—Per MADRAS. 4th July.
Shanghai—Per SINKIANG. 5th
July.
Straits—Per TORILLA. 5th July.
Straits—Per AKITA M. 5th July.
Straits and Calcutta—Per MUR-
ORAN M. 10th July.
Saigon—Per AMAZONE. 12th
July.

OUTWARD MAILS.

TO-MORROW.

Japan via Nagasaki, Canada,
United States, Central and
South America, and EUROPE
via VANCOUVER.—Per EM-
PRESS OF RUSSIA. 4th
July, Reg. 9 a.m. Letters
9 a.m.
Swatow, Amoy and Formosa via
Keelung.—Per AMAKUSA
MARU. 4th July, 9 a.m.
Philippine Islands, Formosa via
Keelung, Shanghai N. China,
Japan via Nagasaki, Canada,
United States, Central and
South America, and EUROPE
via VICTORIA.—Per KATORI
MARU. 4th July, Reg. 9 a.m.
Letters 9 a.m.Shanghai, North China & Japan
via Nagasaki & Vancouver
—Per MATTAWA. 4th July.
9 a.m.
Straits, Bangkok, Egypt and
EUROPE via LIVERPOOL.—
Per EUBYADIS. 4th July.
9 a.m.MONDAY, 5TH JULY.
Shanghai and North China—Per
DILWARA. 5th July, 11 a.m.
Japan via Nagasaki, Honolulu,
Canada, United States, Cen-
tral & South America and
EUROPE via SAN FRANCISCO
—Per PERSIA MARU. 5th
July, Reg. 5 p.m. Letters 6th
5 p.m.TUESDAY, 6TH JULY.
Swatow & Bangkok—Per LIN-
AN. 6th June, 10 a.m.
Straits, Bangkok, Ceylon, Mauri-
tius, L. Marques, S. Africa,
India via Dhanushkodi,
Egypt & EUROPE via LON-
DON.—Per ELPENOR. 6th
July, Reg. 9 45 a.m. Letters
10.30 a.m.The Parcel Mail will be closed
on Monday, 5th July,
at 5 p.m.
Straits, Bangkok, Burmah, Cal-
cutta & Aden—Per MA-
DRAS. 6th July, noon.
Swatow, Amoy and Foochow—
Per HAILONG. 6th July.
1 p.m.THURSDAY, 8TH JULY.
Shanghai and North China—Per
SINKIANG. 8th July.
11 a.m.FRIDAY, 9TH JULY.
Swatow, Amoy & Foochow—Per
HAIHONG. 9th July, 1 p.m.
Philippine Is.—Per TAMING.
9th July, 2 p.m.FRIDAY, 10TH JULY.
Shanghai and North China—Per
CHENAN. 10th July, 3 p.m.SATURDAY, 13TH JULY.
Swatow, Amoy & Foochow—Per
HAICHING. 13th July,
1 p.m.THURSDAY, 15TH JULY.
Philippine Islands, Japan via
Kobe & Seattle—Per MA-
QUAN. 15th July, 11 a.m.

TO-DAY'S THE DAY.

11 a.m. to 8.30 p.m.

CONTINUOUS PICTURES

— at —

THE CORONET.

Come in when you like

Stay as long as you like.

ADMISSION 40 CENTS.

The programme includes:—

PATHE'S LATEST BRITISH GAZETTE
"THE SILENT MYSTERY"

Episode One

CHARLIE CHAPLIN IN

"SUNNYSIDE"

— and —

MADAME PETROVA IN

"THE LAW OF THE LAND"

Usual performance at 9.15 p.m.

HONGKONG THEATRE

TO-NIGHT at 5.15 and 9.15 p.m.

Ivan Film Productions Inc.

presents

PAULA SHAY

in

"FORBIDDEN FRUIT"

A Remarkably Tense Film Play

in 6 parts

And Comedy.

HOTELS.

THE HONGKONG HOTEL CO., LTD.

OPERATING:—

THE HONGKONG HOTEL.

HOTEL MANSIONS.

THE REPULSE BAY HOTEL.

J. H. TAGGART,

Manager.

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